

# THE COMMERCIAL MOTOR

FRIDAY, DECEMBER 22, 1961  
ONE SHILLING

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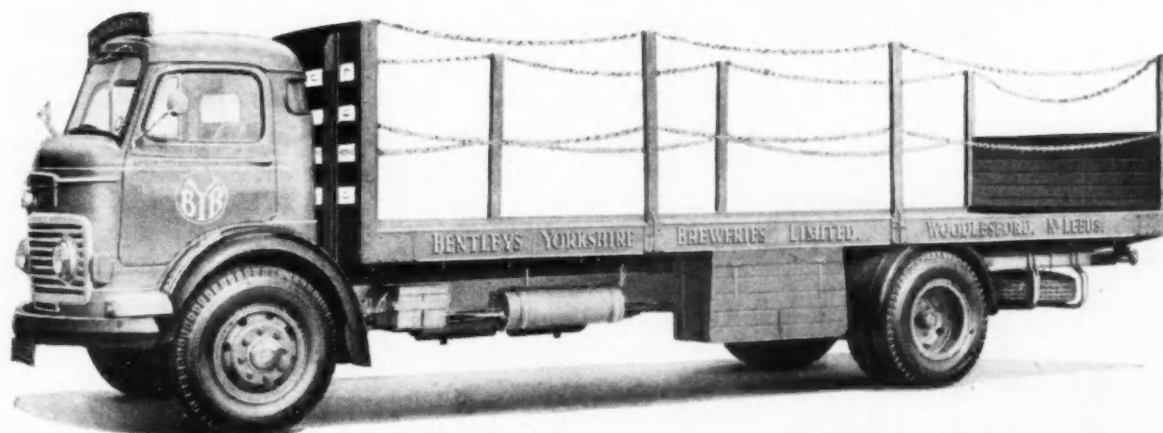
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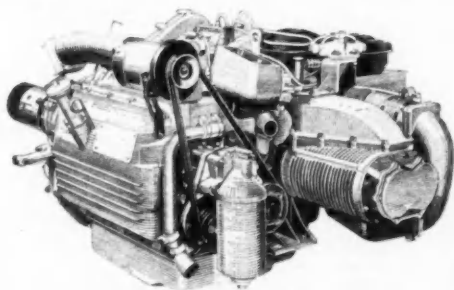
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*Photo by courtesy of "Payload"*

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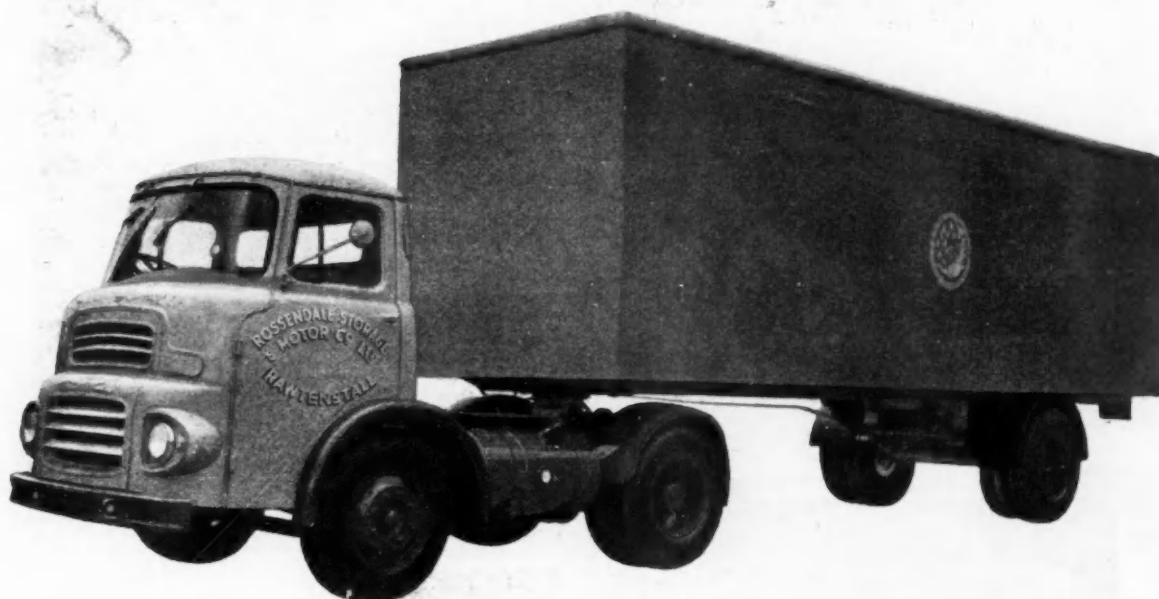


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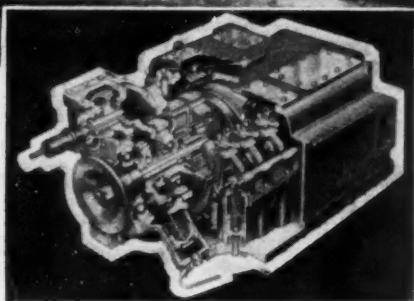
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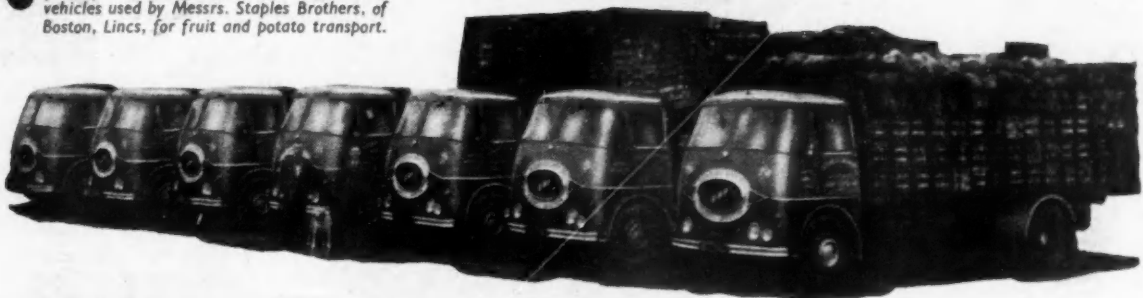
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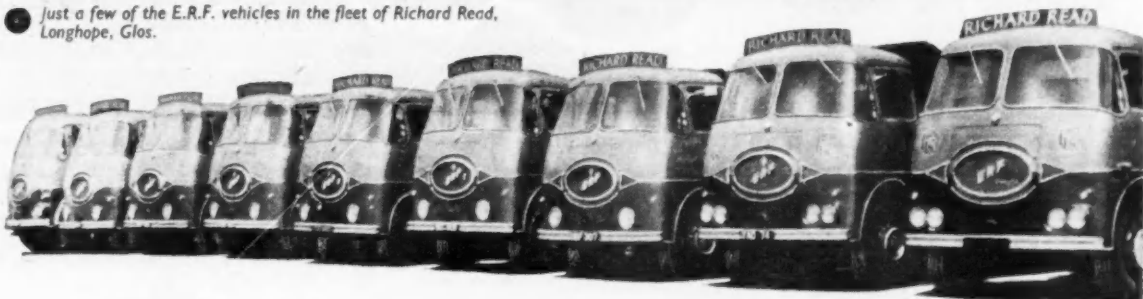


● (above) A fleet of E.R.F. Model 66TS(G) twin steerers and Model 54(G) 14-ton gross 4-wheelers operated by Messrs. Mudd & Co. Ltd., of Grimsby.

● (below) Some of the E.R.F. Model 44G vehicles used by Messrs. Staples Brothers, of Boston, Lincs, for fruit and potato transport.



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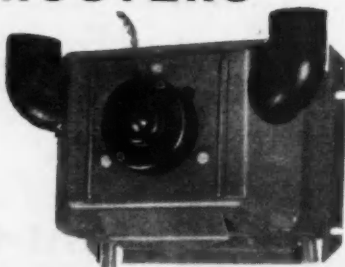


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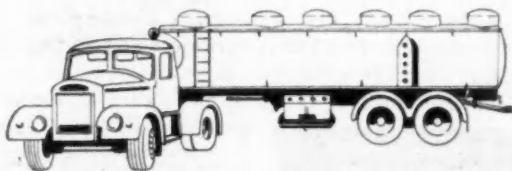
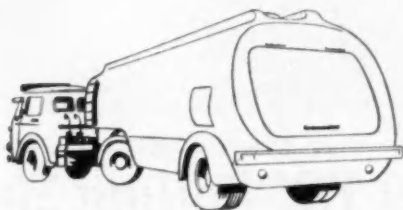
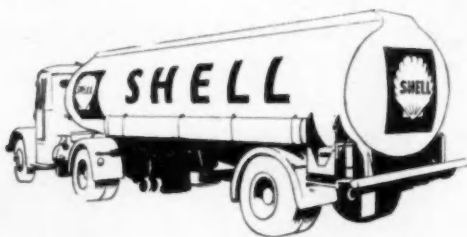
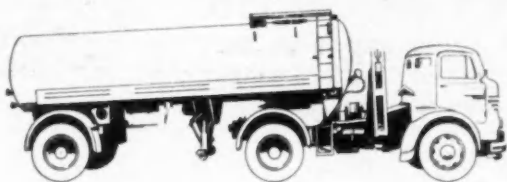
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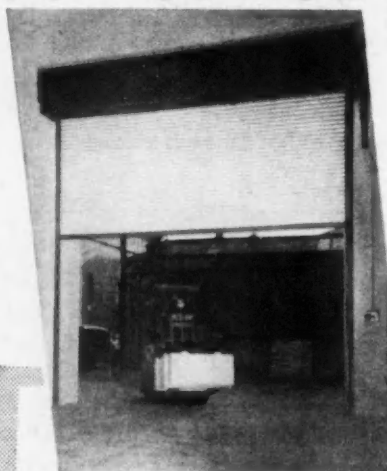
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of waste  
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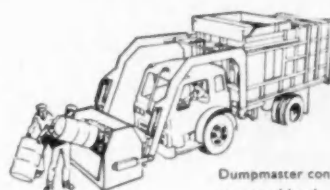
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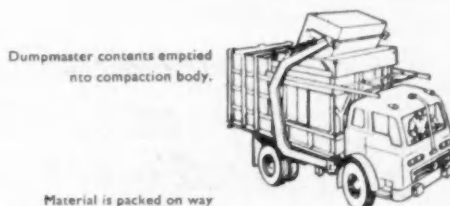
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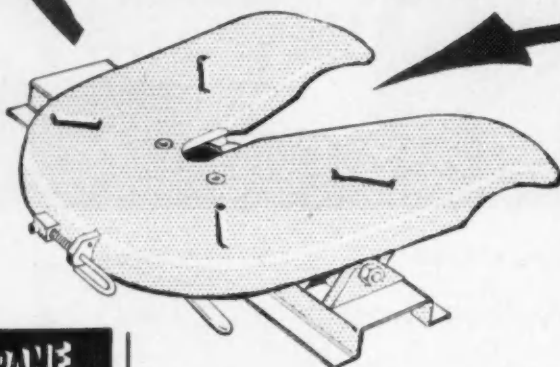
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FIT THE

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## INDEX TO ADVERTISERS

Name	Page	Name	Page	Name	Page
<b>A</b>		<b>G</b>		<b>P</b>	
A.E.C. Ltd. . . . .	17	Guy Motors (Europe), Ltd. . . . .	10	Powell Duffryn Engineering Co., Ltd. . . . .	13
Atlantic Steam Navigation Co., Ltd. . . . .	8			Primrose Group Sales . . . . .	54
Austin Motor Co., Ltd. . . . .	16				
<b>B</b>		<b>H</b>		<b>R</b>	
Boyes, W. J., & Son, Ltd. . . . .	12	Holmes (Preston), Ltd. . . . .	3	Raybestos-Belaco, Ltd. . . . .	53
Boys, Henry, & Son, Ltd. . . . .	2	Holts Shuttlers, Ltd. . . . .	10	Rootes, Ltd. . . . .	14
British Trailer Co., Ltd. . . . .	7				
<b>C</b>		<b>I</b>		<b>S</b>	
Car Mart Ltd., The . . . . .	20	I.T.D., Ltd. . . . .	14	Self-Changing Gears, Ltd. . . . .	4
Carrimore Six-Wheelers, Ltd. . . . .	11			Simms Motor Units, Ltd. . . . .	18
Clayton Dewandre Co., Ltd. Inside Back Cover		<b>J</b>		Southern Forge, Ltd. . . . .	Inside Front Cover
Commer Cars, Ltd. . . . .	1	James, Geo. O., Ltd. . . . .	53	Sparthatt, J. H., and Sons, Ltd. . . . .	19
Cranes (Dereham), Ltd. . . . .	14	James, W. G., Ltd. . . . .	12		
C.W.S., Ltd. . . . .	51			<b>T</b>	
<b>D</b>		<b>K</b>		Taskers of Andover (1932), Ltd. . . . .	52
Dagenham Motors, Ltd. . . . .	51	Knight, R. C., & Sons . . . . .	51	Thompson, John, Ltd. . . . .	9
Davies Magnet Works, Ltd. . . . .	54			Transport Vehicles (Warrington), Ltd. . . . .	54
Delaney Gallay, Ltd. . . . .	8	<b>L</b>		<b>V</b>	
Dover Roller Shuttlers, Ltd. . . . .	6	Leyland Motors, Ltd. . . . .	Front Cover	Vehicle Security, Ltd. (C.P.C.) . . . . .	14
Dyson, R. A., & Co., Ltd. . . . .	12	Lindley, C., & Co., Ltd. . . . .	52		
<b>E</b>		<b>M</b>		<b>W</b>	
E.R.F., Ltd. . . . .	5	Marshall Motor Bodies, Ltd. . . . .	15	Watts (Factors), Ltd. . . . .	52
<b>F</b>		Matthews, H., Ltd. . . . .	51	Weldangrind, Ltd. . . . .	52
Ferraris of Cricklewood, Ltd. . . . .	54	Merlin Engineering Co., Ltd. . . . .	53	Westinghouse Brake and Signal Co., Ltd. . . . .	54
Firestone Tyre and Rubber Co., Ltd. . . . .	Back Cover	Multiwheeler (Commercial Vehicles), Ltd. . . . .	52	Wood & Lambert, Ltd. . . . .	51



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**ALAN HAVARD**  
A.M.Inst.T.

Technical Editor :  
**JOHN F. MOON**  
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Assistant Editor :  
**H. BRIAN COTTEE**

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## *The Devil I Know . . .*

**B**ASICALLY unchanged, despite nationalization and denationalization, since 1933, the law of carriers' licensing is today under severe fire; as severe, perhaps, as it has ever experienced. The three-lit licence system which the Salter Committee envisaged, and which was subsequently adopted in the 1933 Road and Rail Traffic Act, might have been suitable for the period in which it was introduced but, over 28 years afterwards, it seems fair to question whether it is the best that can be done for present-day and future conditions.

The 1933 Act had a distinct rail-protectionist theme running through it, but now the railways are to be relieved of the worst of their debt burden and of their common carrier obligations fresh thinking may be called for. It is significant that within a short period, and all speaking independently of each other, three eminent leaders in road haulage have voiced similar sentiments.

At the end of October, during a slashing attack on the Transport Tribunal, Mr. G. K. Newman, Road Haulage Association secretary-general, said: "There is a distinct awareness that the licensing system is more restrictive than protective, that it should be more effectively geared to industrial expansion, and that changes . . . must follow entry into the Common Market. . . . In this event undue restrictions would have to disappear but so, too, would undue protection." Then, a month later, he warned that hauliers might have to accept changes.

Finally, within the past two weeks, both Mr. P. S. Henman, chairman of the Transport Development Group, and Mr. T. G. Gibb, the British Road Services chairman, have spoken out strongly. Mr. Henman, in the Henry Spurrier Memorial Lecture to the Institute of Transport, said: "If the industry is to maintain its supremacy, even though the pattern is changing markedly, its structure must remain such that the competitive stimulus continues to do its work." The freedom of road haulage was of great benefit to the customer, he said, adding: "For that reason the increasing rigidity which is being introduced into the goods vehicle licensing system is to be deplored."

Charging that interpretation of statutory provisions had diverged very considerably from the main intention of legislation, he said: "It is pertinent to inquire if a reappraisal of the licensing system is not due."

Mr. Gibb, also giving an Institute of Transport paper, said: "To say that a licensing system should be preserved is not to say it should remain unaltered. There are grounds for thinking the original law has become too exacting. An A-licensee, fettered with limitations, is hardly a general carrier any longer." He concluded: "The system seems to be well overdue for revision."

Mr. Newman, Mr. Henman and Mr. Gibb together represent the substantial majority of hire or reward hauliers. This triple indictment is, therefore, one that carries tremendous weight and authority. Every effort must be made to ensure that its full impact is presented to the Minister of Transport. The time has, perhaps, arrived when everyone should get together and present a powerful front—notice is not likely to be taken of any less.

The great thing to avoid, if feelings are this strong, is the apathy that comes from the majority of hauliers shunning revolution—preferring the existing imperfect licensing system to the unknown hazards of a new one—preferring: "The devil I know to the one I don't."

*The Editor and Staff of "The Commercial Motor" extend to everyone sincere good wishes for a happy Christmas.*

IN THIS  
ISSUE

- Janus' Commentary *page 695*
- Looking After Mechanical Handling Equipment *page 696*
- The New B.R.S. Grangemouth Depot *page 700*
- Planning for Profit *page 703*
- Commer 30-cwt. Van Road Tested *page 706*
- New Equipment *page 709*
- Expansion Trends in Haulage *page 710*
- Patents *page 712*

## NEXT WEEK

- Review of 1961
- Heavy Artic Road Tested

Personality  
of the Week

## Arthur

THE last man in the commercial motor industry to whom the label "tycoon" could properly be attached is Arthur Marenbon, technical and sales director of R. A. Dyson, Ltd. Consider the literal meaning of that word, so often used in these articles. According to the Oxford Dictionary it is a synonym for great lord or prince. It was also used in by-gone days as the title by which the Shogun of Japan was described to foreigners. Today, resurrected by the Americans, it stands for the "big bug" (yes, I continue to quote the O.E.D.).

That, then, is precisely what Arthur Marenbon is not; and though it will, I feel, affront his logical mind that I attempt to describe a person by what he is not, those associated with him in, for instance, the trailer and semi-trailer committees of the Society of Motor Manufacturers and Traders and in his business will understand what I mean.

But this might suggest that he is to be described only in negative terms, which would be just plain stupid. You don't become technical and sales director of a firm like Dyson by being negative. Arthur Marenbon is no faceless one, no passenger on an industrial trailer. But he is a quiet man—that essentially, I would say. I can picture him in a university common room, minding his own business in some secluded corner or lecturing in placid tones on some abstruse branch of mathematics, or sitting quietly at home catching up on his technical reading.

And, but for a quirk of fate, I imagine he might have taken to university teaching. His career at Reading School gave promise of a brilliant future. Mathematics was his special love—still is, if one may judge from a paper on trailers and semi-trailers he presented some years ago to

## Bird's Eye View

New Medal for  
Spurrier Lecturers

THE Henry Spurrier memorial lectures, organized by the Institute of Transport, are invariably highlights in the transport calendar. This year was no exception. After a comprehensive review of the economics of goods transport by Mr. P. S. Henman, chairman of the Transport Development Group, an interesting little ceremony took place.

Since the inauguration of this series of lectures in 1945, the 16 successive lecturers have been presented with wall plaques as mementos. These were of bronze on an ebony base, and included a representation of the late Henry Spurrier taken from one of the few snapshots which were found to be available at the time.

## First Recipient

ON this occasion, however, Mr. Henman was the first recipient of a medal which is henceforth to replace the plaque. It is considered to be a more convenient memento, and is of oxidized silver. A portrait has been made from other photographs which have now come to hand, from which a new likeness has been created of the late Henry Spurrier taken from one of the few snapshots which were found to be available at the time.

On this special occasion, therefore, it was particularly appropriate that the son of this famous road transport pioneer, Sir Henry Spurrier, should present this new medal to the 17th lecturer, Mr. Henman, who is himself so closely identified with the road transport industry.

a16



"I don't think he agrees with the rate you quoted for that last job, Fred!"

## Speed-trap Spotter

THE idea of a vehicle being equipped with a small portable electronic device to warn the driver when he is approaching a radar speed trap and enable him to slow down if necessary would almost certainly be frowned upon by the authorities in this country. Such a device is currently being advertised quite openly in the United States, however.

This modern version of the old A.A. scouts' method of warning by failure to give the then customary salute could have some amusing consequences. If widely accepted, the effect would no doubt be that the police could enforce a limit

# Marenbon

the Institution of Mechanical Engineers. But whether or not there were inducements in that direction (and I have no ground whatsoever for saying that there were) he went from Reading School to R. A. Dyson and Co., Ltd., in 1925, where he has remained ever since.

Training came first. He was sent up to Liverpool to continue his education at Dyson's works. He did not disdain evening classes. Then he returned to London as assistant to the London manager, and five years after he joined the firm he was promoted to joint control of the London office. But administrative duties did not put a period to studies. In 1931, the year after his responsibilities mounted, he gained distinction in three subjects of the associate membership examination of the Institute of Transport, the only entrant who succeeded in doing so that year. By 1935 he had been appointed to the Board. And now, still there, but more senior in status as well as years, he presides over the technical development of the company's products as well as their sales.

How does he account for his steady progress through the years? He concedes that it has, in fact, been steady, but he gave me no new formula for it. Indeed, he clings to a very old fashioned one: hard work, he says, and a reasonable amount of luck. And, indeed, as I chatted to him I could not but think of the Victorian virtues—now, alas, not so much valued—of self-help, faithful service to the people who pay the wages, and unremitting study so as to improve service to the public.

His conception of "luck" is also a Victorian one. "I was fortunate in meeting my managing director, Joseph Dyson. He wasn't—and still isn't—a mere hirer of other people's brains. He took a deep and kindly interest in



Thirty-six years with trailers—Mr. A. Marenbon.

my progress and it was his encouragement that really fired me with the ambition to get on—and, especially, get on in R. A. Dyson and Co. I was also very lucky to receive help and encouragement from Stephen Barker, who was our chief designer in those early days."

Since 1925 trailer development has been continuous. Not long after Marenbon entered the industry the turn-over to pneumatics from solid tyres marked a veritable leap ahead. Naturally, he had no part in that as he sharply emphasized. "How old do you think I am?" he demanded. However, he did a great deal of research into road/rail trailers, sometimes described as "transport co-ordination at its best."

Into this system, as I have said, Arthur Marenbon did much research, not only into actual design but also into utilization. Latest in the chain of development is an integral semi-trailer van. I asked him whether this meant that our British roads were about to be terrorized by commercial juggernauts similar to those which add such frightening hazards to the Italian highways. He reassured me. "They are much more like American vehicles."

It is interesting to note that the "Bush Train Unit"—four or five trailers drawn by a truck—in operation in Australia's Northern Territory shown on a B.B.C. Television report recently is also by origin a Dyson product.

Arthur Marenbon's interests as sales director are, of course, world wide. Oilfield machines, used by many important producers, transports for heavy machinery, in service, for instance, in New Zealand—these merely serve to indicate that the Dyson market is broader than the British Isles. The potential is enormous. In the United States, Marenbon estimates, "two out of every three vehicles of over 5 tons capacity are trailer outfits of one kind or another." Ten years ago 200,000 trailers were used in Germany, 130,000 in Canada, more than 27,000 in Italy and over 3 million in the U.S.A. What the figures are for 1961 I do not know, but those of 10 years ago may safely be multiplied several times, at any rate for the U.S.A. and Canada.

So Arthur Marenbon need not sigh that there are no more worlds to conquer—not, I feel sure, that he does.

H.C.  
R17

## By The Hawk

at a place that really demanded it, simply by siting a radar set there, while they might be deterred from attempting to set traps which have little justification in terms of the prevailing road conditions.

Would this do any harm?

### Renewed Pleasure

JOHN MOON was telling me the other day, after he'd been driving a Bedford TK again for the first time for over a year (in a road test), that he still hadn't found another commercial vehicle in the 7-ton or below range that was such a pleasure to handle—and I rather gathered that he didn't expect to come across another one in the same class for some time. What a remarkable job John Alden and his merry men did when they designed the TK.

And what a standard they set their competitors to attempt to beat, too!

### Overtime

HAVING braved the wintry elements, I called in at a five-minute car-wash the other day. Everything was very polished and efficient-looking. I have only one complaint—I came out 35 minutes later!

### Wordy

WHEN a document nearly four feet square was put into the Transport Tribunal as evidence after a long night's work, the president inquired:—

"Is this the midday special?"

"No, the late night final," preferred counsel.

## Busmen and the Pay Pause

FROM OUR INDUSTRIAL CORRESPONDENT

**W**AITING for Selwyn. That seems to be the new parlour game being played by unions and employers. Latest to join in the game are the busmen. Last week leaders of 39,000 London bus workers presented for the second time their three-point claim for higher pay and better conditions.

At the end of a three-hour meeting they appeared perfectly content to allow London Transport Executive to consider their arguments further and to come back some time next month with their reply.

By then, they clearly hope, the Chancellor of the Exchequer, Mr. Selwyn Lloyd, will have given an indication of when the Government's pay pause policy is to come to an end, thus enabling London Transport to make an offer.

There was a feeling that the Executive, too, would not be averse to offering higher pay, at least on a selective basis, as they cannot see any other way of overcoming the acute shortage of bus crews.

But until the Government give the all-clear they are unlikely to commit themselves.

After the talks Mr. Sam Henderson, National Bus Secretary of the Transport and General Workers' Union, said that London Transport had given no indication that they were prepared to change their minds and make an offer. But they had agreed, in the light of the union's new submission, to meet them again.

A clue to the Executive's position was given when they originally rejected the claim last month. They said then that like other employers they felt bound to have regard to the Government's pay pause policy.

The men's claim is for a "substantial" pay rise, time and a half for all Saturday work and less week-end working. All the L.T.E. offered last time was a "scarcity allowance" for drivers and a joint committee to look into week-end work.

At the resumed talks Mr. Henderson pointed out that the index of retail prices had risen a further two points since they had submitted their claim.

He also mentioned that similar claims were due to be discussed next month with the employers of 100,000 company and 77,000 municipal busmen in the provinces.

It is believed he wanted the Executive's reply before January 11 when the first of the two meetings is due to be held.

After the meeting the busmen's negotiating committee decided to call a special delegate conference of London busmen as soon as the reply has been received.

Any settlement would, of course, have to be approved by such a conference. But this would also be the body to decide on strike or other retaliatory action should the answer be an unsatisfactory one.

There is little doubt should they make such a decision on the grounds that their claim had been turned down because of Government policy they would receive the full support of Mr. Frank Cousins, the union's general secretary.

He has repeatedly made it clear that he will fight that policy wherever he has the organization and strength. He lacks neither among the London busmen.

Meanwhile, on Monday, delegates from 74 London garages voted 71-3 in favour of one-day-a-week token strikes, every Monday from January 29, in support of the Underground men's similar stoppages over pay claim rejections.

### SPEED LIMIT PLAN FOR NEW DRIVERS

**L**EGISLATION to restrict newly qualified motor vehicle drivers to a maximum speed of 40 miles per hour is proposed by the Musselburgh branch of the Scottish Horse and Motormen's Association in a resolution to be discussed at the union's annual conference early next year.

An amalgamation with the Transport and General Workers' Union is hinted at in a resolution tabled by the Kilmarnock branch. They want a committee to be set up to consider whether the creation of a federal body of transport unions or, alternatively, a merging of these unions, would strengthen the bargaining power of workers in the industry.

## Bench Sympathizes in Records Case

**I**T seemed hard that when a driver failed to carry out his duties the company employing him should have to face prosecution, declared Mr. David Fairbairn, defending, in a case before Wood Green (London) magistrates last Friday.

Mr. Fairbairn was appearing for Beauty Furniture, Ltd., of Angel Road, Edmonton, who pleaded guilty to four summonses for failing to cause records of work to be kept by drivers.

"My clients," he said, "would welcome any suggestion from the bench—or from anybody—as to how this type of offence could be stamped out."

Mr. Denis Hart, prosecuting, said one of the firm's vehicles was seen travelling south on the A6 near Market Harborough at 7 p.m. on May 2. When the records were later inspected by a traffic examiner, they showed that the driver of the vehicle had ceased work at 6 p.m. at Nottingham on that day.

Mr. Hart then detailed two further instances, relating to July 9; in one, records and visual observation taken together implied that the vehicle had gone 153 miles in less than an hour.

Mr. Fairbairn said: "When this kind of thing occurs it is only to the advantage of the driver and to the detriment of the company. If a driver cooks his record it is clear he is doing it for his own advantage or for some reason which is personal to himself."

This was a case, he declared, in which a very experienced transport manager did everything in his power to stop these offences. "It would be morally unjust to make this company pay a fine for something which they have done everything in their power to prevent."

Giving the defending company an absolute discharge on all four summonses on payment of £32 5s. 6d. costs, the chairman, Mr. J. B. Turner, said: "The Bench has considerable sympathy with the company who, we feel, have done everything administratively practicable to deal with this sort of thing."



Thermo-King refrigeration equipment is employed on this insulated body recently built by The Duramin Engineering Co., Ltd. for Scot Meat Products, Ltd. The body, which is of light alloy construction is mounted on a Hands 8-ton semi-trailer and is insulated with 4-in. thick polystyrene all round except for the floor where the insulation is 5-in. thick. Internal dimensions are 17 ft. 4 in. long x 6 ft. 9 in. wide x 6 ft. 6 in. high. A Bedford TK tractive unit is used with the semi-trailer.



## Bus Operator Worried Over Traffic Bill Provisions

DUNDEE Corporation are concerned at the provisions of Clause 12 in the new Road Traffic Bill, a clause which they say could enable the Minister of Transport to enforce operators to carry out expensive modifications on existing vehicles over a very short period. At the Dundee transport committee's meeting recently, it was considered that some minimum period for enforcement of such alterations should be specified before the Bill becomes an Act.

In this concern over Clause 12, Dundee are said to be associating themselves with operator organizations in making representations to the Minister, but spokesmen of the M.P.T.A. and the P.T.A. this week assured *The Commercial Motor* that these bodies are not making any such representations regarding Clause 12.

### Mr. Stanley S. Dawes

WE announce, with regret, the death on Sunday of Mr. Stanley S. Dawes, president emeritus of the Institute of the Motor Industry. He was 71 years old. He had been president of the I.M.I. for 13 years and was made president emeritus in 1959.

After working for Dennis Bros., Ltd., he joined Heath and Wiltshire, Ltd., in 1914 and had risen to be managing director and secretary when he left in 1934. He then joined Munn and Underwood, Ltd., Southampton, until he retired in 1946. He was a Freeman of the City of London and a Liveryman of the Worshipful Company of Coach Makers and Coach Harness Makers.

### T.R.T.A. MEETING

THE Sussex Area of the Traders Road Transport Association is holding an open meeting for members and others at the Bodega Restaurant, Ship Street, Brighton, on January 16 at 7.30 p.m. Chief Supt. W. Cavey, Deputy Chief Constable, will speak on "Road Traffic Law and the Police Point of View."

### Forthcoming Events 1962

February 22-March 4.—Amsterdam Show.  
March 15-25.—Geneva Show.  
March 16.—Institute of Transport, Annual Dinner, The Dorchester Hotel, London.  
April 4.—Institute of the Motor Industry Annual Dinner, Park Lane Hotel, London.  
April 7-8.—National Coach Rally, Blackpool.  
April 30-May 5.—F.I.S.I.T.A. Ninth International Automobile Technical Congress, Church House, Westminster.  
May 5-6.—Eighteenth British Coach Rally, Brighton.  
May 8-18.—Mechanical Handling Exhibition, Earls Court.  
May 15-17.—Public Transport Association Conference, Harrogate.  
May 18-20.—Institute of Traffic Administration, Annual Conference, Blackpool.  
May 29-June 1.—Institute of Transport Congress, Cardiff.  
June 4-8.—Public Cleansing Conference, Hastings.  
September 21-29.—Commercial Motor Show, Earls Court.  
October 15-17.—Road Haulage Association Conference, Bournemouth.  
October 17-27.—Earls Court Motor Show.  
Following are the provisional dates of Continental shows for 1962: Copenhagen—March 7-11; Paris—October 4-14; Turin—October 31-November 11.

Logs taken from the New Forest being loaded on to a Leyland Super Comet articulated outfit recently delivered to Geo. C. Croasdale, Ltd., of Ulverston.



## Small Buses "Creaming" Air Freight

ALLEGATIONS that miniature buses fitted with radio telephones were "creaming" the London Airport air freight traffic were made by F. V. Carroll and Son, Ltd., of Isleworth, Middlesex, in London on Monday before Mr. C. J. Macdonald, the Metropolitan Deputy Licensing Authority. Mr. Macdonald refused an application by Roy Bowles Transport, Ltd., of North Hyde Lane, Southall, to put five such vehicles on B licence to carry air freight within 30 miles. The vehicles had been in use several years exclusively for the purpose of carrying freight.

Mr. M. H. Jackson-Lipkin, for Carroll and Son, Ltd., said the applicants had entered into air freight carrying by a back-door method. They admitted taking traffic away from licensed operators and were carrying it in vehicles whose drivers were not subject to the statutory hours of work, nor were the employers compelled to keep records.

They were only authorized to operate one vehicle on B licence. Now they were asking to add five because they had been using them. There was a further application pending for three more and Mr. Bowles said that in due course other applications would be made. In all, a total of 12 was envisaged.

Mr. Jackson-Lipkin contended that the operations were completely illegal. The applicant had said that he did not like these unorthodox methods, yet between the first and second hearings he had bought four additional miniature buses.

Replying for the applicant, Mr. R. M. Partington said it was significant that, although Mr. Carroll complained of abstraction, several additional vehicles had been added to his own licences during the past twelve months.

Naturally, the applicant disliked the unorthodox method, but he was not to

be blamed for having taken advantage of what the law had failed to make clear. It certainly was unorthodox, but it was not illegal. Everybody, added Mr. Partington, would welcome a clear ruling regarding these vehicles.

Mr. Macdonald said the applicant seemed to have used every kind of device to carry the traffic except the proper one. He had used miniature buses, private cars and scooters. The letter of authority from the Middlesex County Council merely said that they required a vehicle from "time to time" to carry goods. The applicant had not told the Council that it was to be used for the carriage of goods for hire or reward the whole of the time.

London traffic wardens insisted that the miniature buses were passenger vehicles and not goods carriers and therefore they were not entitled to the loading and unloading privileges of goods vehicles. Of course they were not, said Mr. Macdonald. If a person used irregular methods he must put up with the consequences.

Carroll's had suffered a great deal of abstraction from irregular methods. It would bring the licensing system into disrepute if licences were to be given for this "back stairs" entry. It was against the public interest.

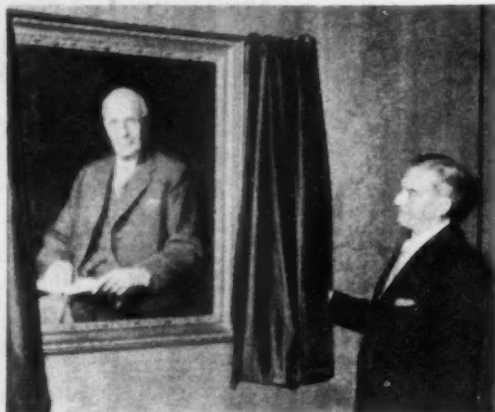
### FIRST B.M.C. EXPORTS FROM BATHGATE

THE first two trucks to be exported from the new B.M.C. factory at Bathgate have been shipped from Glasgow to Tenerife, Canary Islands. They were Austin two-tonners.

Mr. Frank Potter, export liaison superintendent at Bathgate, said the volume of orders would increase considerably after the New Year. The bulk of the shipments would be in C.K.D. form.

## Men in the News

*This portrait of Mr. Leslie W. Farrow, chairman of Castrol Ltd., was unveiled recently by Mr. L. M. Broadway, deputy chairman and managing director. Mr. Farrow has been Castrol chairman for over 18 years.*



**Mr. R. Gunter**, a Reddish haulage contractor, is one of nine new J.P.s appointed for Stockport.

**Mr. R. J. L. Wood** has been appointed by British Geon, Ltd., as representative for Hycar nitrile rubber and latex in their southern sales area.

**Mr. L. A. Wingrove** has been appointed representative in Africa for Crypton Equipment, of Bridgwater. He will be based in Salisbury, Southern Rhodesia.

**Mr. D. S. M. Barrie**, assistant general manager of the North Eastern Region of British Railways, has been appointed a member of the Transport Users' Executive Committee for the Yorkshire area until November 30, 1963. He replaces **Mr. F. C. Margetts**.

When **Mr. John Duguid**, of Inverness, took his place as a Traffic Commissioner at Greyfriars House, Aberdeen, last week, he was making his final appearance in that position, for it was the last traffic court of 1961 in the area and Mr. Duguid's term of office ends at the close of the year.

**Mr. H. M. Lawrence**, of Compton, near Winchester, has been elected to the Court of the Worshipful Company of Carmen. This ancient guild dates back to 1276 and Mr. Lawrence, who is a Freeman of the City of London, has been a liveryman since 1935 when he was transport manager of the former Gas Light and Coke Company. He is now materials handling, transport and coal manager of the Southern Gas Board.

**Mr. H. Mortimore** is retiring at the end of this month for health reasons from the position of executive assistant (sales) to the deputy chairman and managing director of the Ford Motor Co., Ltd., Dagenham. He has been with the company for 38 years and has represented them on many committees of the S.M.M.T. and other trade associations. Mr. Mortimore will continue as chairman of the company's subsidiary, Lincoln Cars, Ltd., of which he has been a director since 1957.

B20

**Mr. J. Valentine** has been appointed a director of Andersons Insulation Co., Ltd., and **Mr. F. S. Page**, manager of the Belfast branch, has been appointed general manager. **Mr. H. Magee**, assistant manager at Belfast, succeeds Mr. Page as manager there.

**Mr. J. A. Fitzpatrick** has been appointed northern area manager at Manchester of Cape Insulation and Asbestos Products, Ltd., a subsidiary of the Cape Asbestos Co., Ltd. He succeeds **Mr. J. F. Callaghan** who has retired after 41 years with Cape Asbestos.

**Mr. E. Jones**, manager of Brown Brothers' tyre department at Great Eastern Street, London, E.C.2, has been presented with a television set by the deputy chairman and managing director, **Mr. J. T. Masterton**, to mark his completion of 50 years' service with the firm.

**Sir Leonard Lord** has agreed to act as adviser and consultant for the whole of the B.M.C. Group. This was announced at the A.G.M. of the British Motor Corporation last Friday, when **Mr. George Harriman**, the new chairman, paid tribute to Sir Leonard on his retirement from the chairmanship and thanked him for his magnificent leadership over the past 10 momentous years.

## Leyland Engineer Joins Spanish Board



Mr. Tattersall

**Mr. Edward Cassidy** has been appointed to the board of Coras Iompair Eireann. He is chairman of Ernetex, Ltd., and a member of the Eire Agricultural Wages Board and other bodies.

**Mr. D. J. Meredith** has been appointed by the Maidstone and District Motor Services, Ltd., to succeed **Mr. T. J. G. Homer** as district superintendent of their Hastings area on Mr. Homer's retirement at the end of the year.

**Mr. H. P. Thorne**, who for the past seven years has been transport superintendent of the Qatar Petroleum Co., Ltd., in the Middle East, has joined the headquarters staff of the BP Group as manager of transport branch, Stores Department, BP Trading, Ltd., in succession to the late **Mr. A. G. A. Runacres**.

**Mr. W. A. Adam** has been appointed managing director of the three British divisions of the Yale and Towne Manufacturing Co. He succeeds **Mr. J. T. McCarley** who has been appointed director of manufacturing of the international operations of Yale and Towne, with headquarters in New York. Mr. Adam is 41.

**Mr. J. W. Womar**, at present chief engineer of the Potteries Motor Traction Co., Ltd., has been appointed general manager of that company in succession to **Mr. S. J. B. Skyrme**, now general manager of Southdown Motor Services, Ltd. After early training with the North Western Road Car Co., Ltd., and Leyland Motors, Ltd., Mr. Womar became technical assistant to the chief engineer of North Western in 1938, leaving in 1939 to join the Forces. On demobilization in 1946 he was accepted for the B.E.T. training scheme. Since completing his course in 1949 he has held posts as personal assistant to the general manager of the Northern General Transport Co., Ltd., traffic manager of the Gateshead and District Omnibus Co., and chief engineer of Eddison Plant, Ltd. Mr. Womar will take up his new duties on January 1 next.

THE chief engineer of the engine division of Leyland Motors, Ltd., **Mr. Norman Tattersall**, has been appointed a director of Spain's largest commercial vehicle manufacturers, Empresa Nacional de Autocamiones S.A.

Mr. Tattersall, who retains his present position at Leyland, will act as a technical consultant to the Spanish company. He has had long experience in diesel engine and commercial vehicle design, and has served on many technical committees of the S.M.M.T. and M.I.R.A.

It will be recalled that Leyland and E.N.A.S.A. established a financial link two years ago, at which time Sir Henry Spurrier and Mr. Donald G. Stokes joined the E.N.A.S.A. board.

## He Clocked the Clock

A JOURNEY-RECORDING clock placed in the cab of his lorry by his employers annoyed him, so driver James Robert Whittaker smashed it up. Bridgwater magistrates were told.

"It was just like a boss standing next to you in the cab marking up everything you do," Whittaker told a police constable.

A detective inspector told the magistrates that when a director of the company, Miles and Alway, Ltd., cattle transporters of Bawdrip, Som., found the recording clock was not working he reported the matter. It was stated that the clock appeared to have been struck by a blunt instrument.

When interviewed by the police, Whittaker said he had got "fed up with the thing and the noise it made." When he changed gear his elbow caught against the clock and he had struck at it in a moment of annoyance.

Whittaker was fined £2 for wilfully damaging the clock and was ordered to pay £2 7s. 10d. compensation.

## THORNYCROFT SERVICE IN S.E.

THE London branch of Transport Equipment (Thornycroft), Ltd., at Clapham Road, London, S.W.9, has been closed in a further stage of the integration of the Thornycroft sales and service organization with that of A.E.C., Ltd. Stocks of Thornycroft spare parts and service replacement units have been transferred to the A.E.C. Spares Depot, 50 Page Street, Westminster, London, S.W.1. (Phone: Victoria 4777.)

Repairs facilities for Thornycroft vehicles will be available at the A.E.C. Service Depot, 20 Windmill Lane, Southall, Middlesex (phone: Southall 2300), and also at C.V. (Sales and Repairs), Ltd., Cranes Close, Nevendon Industrial Estate, Basildon, Essex (phone: Basildon 20223). Spares and a 24-hour service coverage will be available.

## Longer, Heavier Goods Vehicles?

FROM A SPECIAL CORRESPONDENT

THE Ministry of Transport may be preparing to make an announcement concerning bigger, heavier goods vehicles. This is the implication behind the recent submission to the Ministry by the National Road Transport Federation of suggestions for increasing the box dimensions and carrying capacities of goods vehicles. Obviously the two must go together.

Why is the Ministry announcement an implication? Because I understand that the Ministry suggested that the N.R.T.F. might care to submit the suggestions!

The Ministry is undoubtedly thinking in terms of bringing British articulated vehicles more into line with Common Market vehicles, and talks have been going on for more than a year about semi-trailer dimensions.

But I understand that approaches have not yet been made to the manufacturers by the Ministry on the question of longer rigid vehicles and increased axle and gross weights.

The N.R.T.F. has proposed 36-ft. long by 8-ft. 2½-in. wide goods vehicles. It suggests an increase to 40 ft. in the length of articulated units.

Maximum gross weights should be as follows, said the N.R.T.F. (present weights in parentheses): four-wheeler 15 tons (14); six-wheeler 21 tons (20); eight-wheeler 26 tons (24); articulated units, four or more wheels on semi-trailer 32 tons (24).

Also suggested were an increase from 9 to 10 tons in maximum axle loadings, also to apply to trailers, and a gross weight limit of 16 tons on four-wheeled trailers instead of the present 14 tons.

A new gross weight limit of 38 tons was proposed for articulated vehicles consisting of a tandem-axle semi-trailer and six-wheeled tractive unit, and for vehicle and trailer with power-assisted brakes. Also sought was an increase to 12 tons (11) for semi-trailers with four or more wheels in line.

## T.R.T.A. Representations Accepted

BECAUSE of representations made on behalf of commercial vehicle operators in the Southend parking meter scheme, the Southend Corporation have made a number of adjustments to their plans, state the Traders Road Transport Association.

Mr. R. E. G. Brown, T.R.T.A. London secretary, states: "The Southend Corporation published its proposals before discussing them with affected interests. We objected on the grounds that the proposed facilities for loading and unloading in the heart of Southend's shopping area were quite inadequate. Many shops would have been virtually cut off for the whole of the day."

"Our Traffic Officer and members of the divisional staff examined every inch of the roads concerned, the siting of the meters, the extent of the loading bans and the spaces for unloading. As a

result representations were made for 30 additional loading spaces.

"We have now been informed that adjustments to meet our representations have been made in 23 cases and we have been thanked for the assistance given to the Council and its officers."

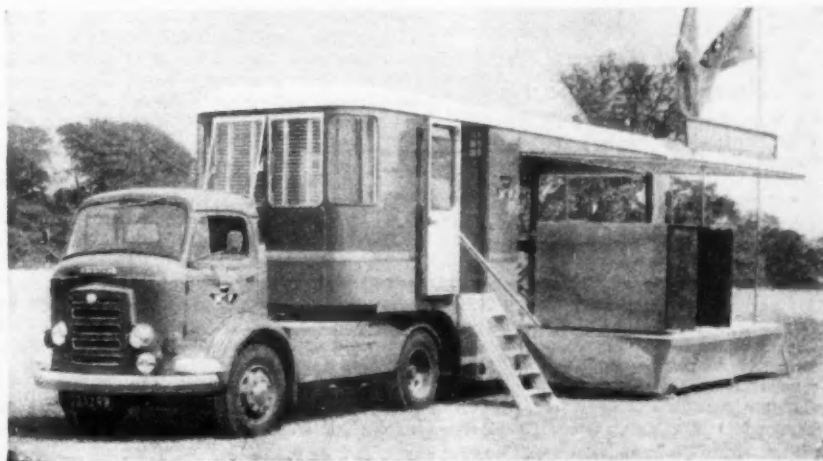
"Now facilities for the delivery and collection of goods in Southend will be immeasurably better than they might have been."

## SNAGS IN FRANCE

DIFFICULTIES experienced by firms using commercial vehicles on international journeys to or through France are being investigated by the international department of the Traders Road Transport Association.

The difficulties arise from restrictions imposed by the French authorities. A number of cases have been taken up.

Recently put into service by Massey-Ferguson (U.K.) Ltd., is this mobile classroom. A Karrier Gamecock with Perkins 6.305 diesel engine is the tractive unit. The 24-ft.-long body is based on a Carrimore drop-frame semi-trailer, and was built by Silverdale Motor Bodies, Ltd., Birmingham. The vehicle was supplied through Coventry Garage Ltd., Holyhead Road, Coventry.







This Guy Victory Coach is one of two recently placed in service by the West Australian Government Railway Road Services on the 225-mile run between Perth and Albany. The 20-ft. 6-in. wheelbase chassis incorporates air suspension for all wheels, independent at the front, and disc brakes. The power unit is a Leyland 150 b.h.p. diesel engine, driving through a five-speed semi-automatic gearbox. Bodywork was built to the operator's specification by Motor Body Builders, of Perth, providing accommodation for 34 passengers on aircraft-type reclining seats.

## Micrograms

**Acquired:** The motor coach tours section of the Plymouth Co-operative Society, and a number of the society's coaches, have been acquired by the Embankment Motor Coach Company, Plymouth.

**Ireland Forsakes Green:** Double-deckers of Coras Iompair Eireann are in future to be painted in dark blue, cream and white. An experimental group in this livery has recently been in use on Dublin services.

**Annual Dinner:** There was a capacity attendance at the annual dinner of the Wigan and District Excursion and Tour Operators' Association. Praise for the work of the organization in sponsoring the National Coach Rally at Blackpool was expressed by Mr. J. F. Speed.

**Cardiff Terminal:** With their bulk fuel supplies now being handled in Lincolnshire at Keadby and Immingham, Jet Petroleum, Ltd., plan to spend about £500,000 on building a terminal at Cardiff Docks and setting up between 200 and 300 filling stations throughout Wales, Gloucestershire and Somerset.

**Extended Service Factory:** A £170,000 extension has been completed at the Leyland service factory, Chorley, where 60,000 sq. ft. of floor space has been added, bringing the total covered area to about 140,000 sq. ft. Each of the five new storage bays is 225 ft. long and 42 ft. wide, and there is a dispatch bay 210 ft. long and 60 ft. wide.

## Limited Grant to Touring Company

**A**n application by Windsor Touring Co., Ltd., to renew a road service licence in respect of eight extended tours starting from Windsor was refused last week by the South Eastern Traffic Commissioners, sitting at Reading.

Mr. H. J. Thom, the Chairman, upheld a submission by the objectors—Wallace Arnold Tours, Glenton Tours, Workers Travel Association and Southdown Motor Services—that, as the licence had been operated on a limited scale since the war, any renewal would abstract traffic from their own established tours. The Commissioners, however, granted a licence to cover three specific two-day tours.

n22

## New Eire Express Service

**S**CHEDULED to cover the 70-mile journey between Dublin and Cavan in two hours, a new named road service was introduced by Coras Iompair Eireann recently. The Cu Uladh Coach Express, which may be regarded in the light of an experiment, is intended to provide a fast and comfortable public service for an area which has no direct rail connections to the capital.

A 34-seat luxury vehicle will be employed and it will be rostered by three experienced C.I.E. tours drivers. As there will be no intermediate stops the coach will be operated on a driver-only basis and bookings will be made at the terminal offices.

## NEW BUS STATION PLAN

**A**GREEMENT in principle was reached last week by Middlesbrough Town Planning Committee to the establishment of one joint bus station to serve the town.

At present corporation buses operate from the Exchange and United and other long-distance buses from the United Bus Station in Newport Road. The committee want to see these replaced by one station in the Hill Street area, north west of the town centre and roughly equidistant from present stations.

## Unprofitable Increase is Refused

**T**HE Yorkshire Traffic Commissioners last Friday refused permission to East Yorkshire Motor Services to increase fares on the Hornsea and Withernsea routes.

At a previous sitting the company told the Commissioners they stood to gain more if the application were refused than if it were granted (see page 658, *The Commercial Motor*, December 15). The Commissioners decided it would be against the public interest to allow East

## Rossendale Municipal Bus Merger Feelers

**T**HE idea of a joint transport system formed by merging the municipal undertakings of Haslingden, Ramsbottom and Rawtenstall is being revived. This was proposed some years ago but was abandoned because of failure to reach agreement in the course of discussion between the three councils. The present initiative comes from the Rawtenstall Town Council.

The present fleets of the three municipalities total 78 vehicles, all of Leyland manufacture except for one Guy. The Rawtenstall fleet is the largest, with 47 vehicles, the Haslingden and Ramsbottom totals being 17 and 14 respectively. Some degree of co-ordination is implied under the existing arrangement by the fact that Mr. L. T. Merrill is general manager of all three undertakings.

## "Difficulties Ahead for Bus Drivers"

**A** WARNING that it will become increasingly difficult for bus drivers to maintain their safe driving records was given by Mr. A. J. White, general manager of the Maidstone and District Motor Services, Ltd., at a presentation of R.O.S. Co. awards last week.

After paying tribute to the drivers' achievements in 1960, he said that with vehicles on the roads increasing at the rate of 10 per cent. every year, it was estimated that by 1970 there would be 17 million running on a system that was never designed to take them.

Drivers would need to be very quick-witted to cope with these conditions and, to add to their difficulties, the increase in vehicles would bring an increase in the number of inexperienced drivers.

A total of 740 of the company's drivers won awards in the 1960 safe driving competition, amongst them being 251 with awards for 15 years or more. Conductors entered in the R.O.S. Co. Award of Merit competition gained 666 awards.

## READY-MONEY REQUEST

**T**WO pay-as-you-enter buses began operation last week on the Hyde Park circular route at Doncaster. The 45-seater vehicles have replaced trolley buses. Notices on them ask the people to have their money ready before boarding, to speed up loading.

Yorkshire Motor Services to put up their fares in line with those of British Railways.

At the previous hearing, Mr. F. A. Stockdale, for the bus company, said that the application was made so that parity between rail and bus fares, which had operated since 1933, would be maintained when the proposed increase in rail fares for the journey from Hull to Hornsea and Hull to Withernsea came into operation on January 1.



## Large Fines for P.M.T. and Drivers

THE Potteries Motor Traction Co., Ltd., and three of their drivers were fined more than £77 at the Stoke-on-Trent magistrates court last Friday. The company pleaded guilty to permitting the men to drive for long periods without the necessary rest intervals. The drivers, Arthur Henshall, Trafalgar Street, Hanley; James Thomas Jones, Scott Road, Little Chell, Tunstall, and Horace Davies, Buxton Street, Sneyd Green, Stoke-on-Trent, also pleaded guilty.

Prosecuting, Mr. V. A. McKnight said that all the drivers had been on duty for periods without a break, during the last August bank holiday week-end. P.M.T. were licensed to operate express services from the Potteries to Lowestoft and Great Yarmouth, leaving Tunstall at 10.30 p.m. Two drivers always left with each coach, but received no specific instructions regarding their actual duties.

Henshall, Jones and Davies had all been engaged on this service and had driven coaches to the East Coast and back without a proper rest.

On one occasion Henshall had been on duty for nearly 24 hours. When one of the drivers was "spare" and travelled as a passenger, he was still not resting properly contended

Mr. McKnight. If a man was fatigued he could be a danger to other road users, especially when roads were crowded.

Mr. J. Rees, defending, said it had been the intention of P.M.T. to send two drivers on every journey to the East Coast. One was supposed to drive on the outward journey whilst the other travelled as a passenger, and when returning their positions should be reversed.

The discrepancies were only a technical infringement of the regulations laid down by the Road Traffic Act. However, in future careful instructions would be given to drivers.

The Potteries Stipendiary Magistrate, Mr. G. Smallwood, did not consider there had been technical infringement of the regulations. If a man travelled in a coach for a long period, even when not driving, he became fatigued. A rest taken off the road was necessary. The public had to be protected and some experienced drivers had to be protected from themselves.

He fined Henshall and Davies £8 3s. each and Jones £6 3s. P.M.T. were fined £55 and asked to pay 10s. costs and 21 guineas advocate's fee.



Latest addition to the fleet of Brown Brothers, Ltd., is this specially equipped Albion Chieftain. It is used for the delivery of heavy garage equipment from central warehouses in London to customers' premises or sites in all parts of the country. The vehicle has a special reinforced body and is fitted with the HIAB Model 172 Speed Loader and hydraulic crane.

## The Penalties of Over-Enthusiasm

A LORRY driver, said to be over enthusiastic about building up business, was fined a total of £20 with eight guineas costs at St. Albans City Court on Tuesday for failing to keep records of work and for driving a goods vehicle for more than the permitted 11 hours without a rest period.

A St. Albans haulage firm, Maddison and Kevans (Transport), Ltd., were also fined £60 with eight guineas costs for failing to see that records were kept and allowing the driver to drive longer than

the permitted hours under the Traffic Act.

Both the driver, Michael Alan Maddison, of Haddon Court, Hatfield, and the firm admitted the offences.

Maddison was fined £5 with two guineas costs on each of four charges—two for driving longer than the set period and two for failing to keep records. The company was fined £15 with two guineas costs on each of four charges of failing to see the records were kept and allowing Maddison to drive more than the permitted hours.

## 20-Journey Tickets Sought

INTRODUCTION of 20-journey weekly bus tickets was sought before the Scottish Deputy Traffic Commissioners by Simpson's Motors, Rosehearty, last week.

Mr. James Kindness, the firm's traffic superintendent, said the application was made in view of the change to the five-day week in many industries. For the majority of workers 24-journey weekly tickets were no longer necessary.

Opposition came from W. Alexander and Sons, Ltd., for whom Mr. R. C. B. Currie said this was virtually an application for a reduction in fares. If this innovation came about, others would have to follow and in the end could result in applications for higher fares in other directions.

Mr. Ivo Townsend, the chairman, recalled that Simpson's had some time ago been granted authority to prune or withdraw certain unremunerative services. "Now you are going to still further impair your financial position in introducing 20-journey tickets at lower fares. The result will be either further pruning or pleas for increased fares to make up what you are losing."

The application was withdrawn.

## Bid for Seven Tours

TO provide a greater variety of destinations for their passengers and increase the duration of some of their existing tours, Heaps Tours, Ltd., applied to the Yorkshire Traffic Commissioners last week for more vehicle journeys and longer periods of duration in respect of eight destinations.

New services to Weymouth, Skegness, Edinburgh, Dover, Stranraer, Bournemouth and Great Yarmouth were sought and it was said that if these were granted they would add to the company's facilities by 86.6 per cent.

Mr. R. Meacroft, manager of Heaps, produced operational figures for the 1961 season and pointed out that during the early part they had not used their vehicle allowance to capacity because there had not been sufficient traffic.

However, the average loading figure for each vehicle journey during this year had been 36. Over 5,000 people had already made bookings for 1962. All the tours on the existing licences were being operated to near capacity, and passengers were always asking for a wider choice of destinations.

Mr. Meacroft saw no reason why they should not try to cater for this demand.

The application was opposed by Wallace Arnold Tours, Ltd., Sheffield United Tours, Ltd., Feather Bros. (Tours), Ltd., Yorkshire Traction Co., Ltd., United Automobile Services, Ltd., Eastern Omnibus Co., Ltd., Tetley's Motor Services, The Yorkshire Pool Operators and British Railways.

Over 45 witnesses attended to support the application, which was continued at Leeds on Tuesday. The case was again adjourned for further evidence to be heard.

## Strikes Hit Spitalfields and B.R.S.

### From Our Industrial Correspondent

THE Road Haulage Wages Council award was the indirect cause of two strikes of lorry drivers last week—one official, the other unofficial.

The official dispute, called by the Transport and General Workers' Union, was at Spitalfields Market, London's second largest fruit and vegetable centre, now at its busiest time of the year.

It should have started on Monday, but was called off at the last moment to allow further talks to take place between the union and the Spitalfields Market Tenants' Association.

Cause of the trouble was the starting date of the 3 per cent. rise and two-hour cut in the working week for the market's C-licence drivers. They customarily follow Wages Council awards, though not covered by them, and the employers offered the same starting date, January 1. The union wanted November 13.

What happened in the renewed negotiations is a little obscure. The employers appear to have offered to go to arbitration, a move which the union rejected.

### Jones Transport Case Adjourned Again

THE application by Jones Transport Services (Liverpool), Ltd., involving a switch of 30 vehicles from Contract A to public A licence, was continued at Liverpool on Thursday of last week (see page 662, *The Commercial Motor*, December 15). The case had attracted a total of 115 objectors from many parts of Great Britain.

On this occasion representatives from eight north western industrial concerns supported the new licence as they thought it would be advantageous in transporting small and part loads.

A director of Pearson Bros. and Campbell, Ltd., Mr. J. B. Machin, pointed out that they made small concrete products, such as sectional garages, and sometimes it was impossible to get such things carried to Cumberland. In November an order had been cancelled by the Cumberland County Council because delivery had not taken place within a specified time. Usually their loads only weighed about 4 tons.

Mr. J. Edward Jones, objecting for the private road operators, suggested that it was unreasonable to expect hauliers to be ready and waiting to move small consignments of this nature as far afield as Cumberland. Mr. Machin disagreed and said he thought road operators should give a prompt and efficient service to industry as a whole.

When the case for the applicants was concluded, the objectors asked for a short time to evaluate all the evidence given. The North Western Licensing Authority, Mr. F. Williamson, accordingly adjourned the application until January 24. It is also due to be heard on January 25, 26 and 29.

B24

With deadlock reached, the union instructed its members to come out on strike and on Thursday morning more than 50 drivers came out. Others, however, whose employers had agreed to pay the extra money, were at work as usual.

But by Friday morning porters who belong to the same union had taken a hand. They declared "black" 15 firms whose drivers were on strike and also kept a watch for lorries taking the place of C vehicles.

This action brought a quick response. After another meeting between employers and union the strike was called off and the market returned to normal. No settlement terms were announced, but it can be assumed that the employers agreed to pay up.

The unofficial strike affected a series of parcels depots, mainly in London, of British Road Services.

It followed the renewed rejection by B.R.S. of the union's demands to bring their pay offer into effect before January 1. In addition, maintenance men at the depots objected to the turn-down of their claim for a 15 per cent. lieu bonus.

### B.R.S. Office Staffs' 40-hour Week

THE several clerical grades of British Road Services are to have their working week reduced from 42 to 40 hours. This follows an award made by the Industrial Court on October 13 and published last week.

A further meeting of the Court was held on Monday so that the B.R.S. management and the unions could reach agreement as to the implementation of the award and the effective date of the reduction in hours. But at the time of going to press no statement was available as to the decision reached.

### Orders and Deliveries

**RELIANCES FOR TRINIDAD:** A total of 60 A.E.C. Reliance single-deckers has been ordered for service in Trinidad. To be operated by Aziz Ahmad and the Princes Town Special Bus Co., the orders call for a total of 55 complete buses with Duple bodywork and five chassis to be fitted with locally built bodies. The chassis will be of the standard design intended for 30-ft.-long bodywork, with AH470 engines and synchromesh gearboxes. The Duple 44-seat bodywork is to be of all-metal construction and has been designed to suit operating conditions in Trinidad.

**MYSORE TO TAKE 100:** A repeat order for 100 Leyland Comet bus chassis has been placed with Ashok Leyland, Ltd., of Madras, by the Mysore Government Road Transport Corporation. An order for 10 similar models has been placed by Andhra Pradesh State Road Transport Corporation.

**SHROPSHIRE COMETS:** Four Leyland Comet tippers have been ordered by Shropshire County Council. They are to have Telehoist 3-way tipping gear and 6-cu.-yd. bodies by E. J. Holyoake, Shrewsbury.

## "London Man For L.T.E. Board"

IF the Government wanted to give public transport a priority on the roads of London, the Minister of Transport had to demonstrate to the bus driver how he proposed to do it, and what his long-term objectives were, said Mr. Richard Marsh (Lab., Greenwich) last week.

He doubted whether anyone at Government level had tried to do this, went on Mr. Marsh, who was supporting an unsuccessful Opposition attempt to ensure that a majority of the members of the London Transport Board must have "wide experience of . . . and shown capacity in" the capital's transport.

It was against this background that they told the Government that the persons they appointed must not just sit in the boardroom, but must go down to the garages, talk to the men, understand their problems and tell them what the problems of the Board were, said Mr. Marsh.

The M.P. whose amendment to the Transport Bill was being discussed in Standing Committee, Mr. Charles Mapp (Oldham East), said that if people were to be appointed to run London Transport they should have some knowledge of all the problems and some experience of this great undertaking of moving ten million people.

But Mr. John Hay, Parliamentary Secretary to the Ministry of Transport, pointed out to him that the Bill already contained the words "urban transport"—and "urban" covered London.

"There is the hypothetical situation which might arise in which perhaps one wanted a new member for the London Board and there was available someone very experienced in urban transport in Manchester or some other part of the country who was a 'natural' to put on the London Board. That is why we use the word 'urban' rather than 'London'."

**GIFT TRUCKS FOR IRAN:** Eight Leyland Super Beaver 150 b.h.p. models have been ordered by the Crown Agents for Overseas Governments and Administrations. They are to be presented to the Iranian Ministry of Roads and Communications by the British Government under the technical co-operation scheme of the Central Treaty Organization. Six are to be fitted with Edbro 3-way tipping gear and 6-cu.-yd. bodies and the remaining two will have Darham 2,000-gallon water tanks.

**EAST YORKS ORDER MORE BRIDGEMASTERS:** East Yorkshire Motor Services, Ltd., are to increase their fleet of A.E.C.-Park Royal Bridgemaster double-deckers to a total of 50 as a result of the latest order for 15 vehicles of this type. The new vehicles are of particular interest because the specification calls for forward entrances; East Yorkshire have hitherto favoured the rear entrance position. The inward slope of the upper deck window pillars to give adequate clearance when negotiating the Beverley Bar archway, which was a feature of the last batch of rear-entrance Bridgemasters, will be incorporated in the new vehicles.

## Tribunal Dismisses Appeal Against East Anglian Grant

THE Transport Tribunal in London last week dismissed an appeal by three haulage firms against the granting of an A licence to East Anglian Carriers, Ltd., of London and Bury St. Edmunds. The licence was in respect of a 3½-ton vehicle, based at Bury St. Edmunds, mainly to carry goods in containers for the General Steam Navigation Co., to and from Felixstowe. It was granted by the Eastern Licensing Authority.

The three appellants were Warners Transport, Bury St. Edmunds, C. J. H. Smith, Barrow, near Bury St. Edmunds, and C. B. Taylor, Barnham, near Thetford. At a previous hearing, Mr. M. D. Van Oss, for the appellants, said the grounds of the appeal were that the Authority based his decision on evidence given at an earlier sitting.

Giving the Tribunal's reserved decision, the President, Sir Hubert Hull, recalled that East Anglian Carriers first made a similar application in 1960.

A Mr. Moore, representing the General Steam Navigation Co., had given evidence in support of the application, but the Licensing Authority, in his decision, said: "I cannot, somewhat reluctantly, see my way to granting this application as it stands, the normal user, in my view, not being framed to cover the field of delivery required by the company."

Sir Hubert said a fresh application, with a more narrowly framed normal user declaration, was made. This time, however, it was not possible to call Mr. Moore, but a letter signed by a Mr. Grover, Mr. Moore's immediate superior, was produced. In this he stated: "Our position with regard to transport is unaltered except that, if anything, it is more acute."

The Licensing Authority treated the evidence given by Mr. Moore at the previous inquiry as being admissible.

The Tribunal, said Sir Hubert, was

satisfied that the Authority was right in taking Mr. Moore's evidence into account and the criticism that it was out of date was met by Mr. Grover's letter.

"We do not desire to be understood as laying down any general principle as to the use by a Licensing Authority of evidence given at a previous inquiry," said Sir Hubert.

The appeal then boiled down to the following questions of fact, said Sir Hubert:—

(1) Was the evidence sufficient to show there was need for improvement in services available for the road carriage of the containers to and from Felixstowe?

(2) Had the respondent company already sufficient carrying capacity available to regularly make good whatever deficiency there was in the facilities then enjoyed by the Navigation Company?

(3) Had the objectors shown that they could be relied upon, again with sufficient regularity, to make good any such proved deficiency?

"In our view, the answer to the first question is 'Yes' and to the second and third 'No,'" added Sir Hubert. "Having arrived at these answers, not I should add without some hesitation, it follows that the appeal must be dismissed."

## New Companies

**Bloxwich Motor Transport Co., Ltd.** Cap. £5,000. Dirs.: M. Abbotts, Elm Court, Sutton Road, Walsall; E. G. Abbotts, 15 Queens Road, Walsall. Sec.: E. G. Abbotts. Reg. office: 15 Queens Road, Walsall.

**W. Bollito (Redruth), Ltd.** Cap. £5,000. Dirs.: W. T. Bollito, Penrith, Cornwall; J. C. J. Stock, 3a Mount Pleasant, Hayle, Cornwall. Sec.: J. C. J. Stock. Reg. office: Penrith, Cornwall.

**W. E. J. Shapland (Hauliers), Ltd.** Cap. £3,000. Dirs.: W. E. J. Shapland and M. Shapland, South Hayes, Landkey, Barnstaple. Sec.: G. H. Wilkey, Reg. office: South Hayes, Landkey, Barnstaple.

**Pritchett Brothers (Transport), Ltd.** Cap. £100. Dirs.: R. J. W. Butcher and V. L. Butcher, 114 Windmill Road, Brentford, Middx. Sec.: V. L. Butcher. Reg. office: 114 Windmill Road, Brentford, Middx.

**Hector MacMillan, Ltd.** Cap. £3,000. Dirs.: H. A. MacMillan and G. D. MacMillan, Armour House, The Fairway, Burnham, Bucks. Reg. office: Armour House, The Fairway, Burnham, Bucks.

**Allan Brown (Transport), Ltd.** Cap. £12,000. Dirs.: A. S. C. Brown, 31 Lichfield Avenue, Evesham; P. G. Osborne, Bereta, Aldington, nr. Evesham. Sec.: A. S. C. Brown. Reg. office: The Booth Hall, Market Place, Evesham.

**Kecur Transport, Ltd.** Cap. £100. Subs.: S. Hart and A. Hart, Imperial House, Kingsway, London, W.C.2. Sec.: S. Hart. Reg. office: 713 Imperial House, Kingsway, London, W.C.2.

**Martin Raven, Ltd.** Cap. £100. Subs.: M. Raven and M. P. Raven, The Knoll, Kempford, Fairford, Glos. Dirs.: M. Raven. Sec.: M. P. Raven. Reg. office: The Knoll, Kempford, Fairford, Glos.

**Ludlow Storage and Transport, Ltd.** Cap. £600. Dirs.: N. T. Lloyd, St. John's House, Ludlow; D. W. Plant, The Gabies, Julian Road, Ludlow. Sec.: S. R. Hayes. Reg. office: Ludford Bridge, Ludlow.

**N. and S. Forde, Ltd.** Cap. £1,000. Dirs.: S. Forde, 46 Cretan Road, Liverpool, 15; G. Harvey, 1 Fell Street, Liverpool, 7. Sec.: N. Forde. Reg. office: 6 Telford Street, Liverpool, 7.

**Tarbons Transport, Ltd.** Cap. £1,000. Dirs.: A. L. George, 66 Higham Street, London, E.17; V. R. Coward, The Ferns, Fernside, Buckhurst Hill, Essex. Sec.: V. R. Coward. Reg. office: 10-12 Eskine Road, London, E.17.

**T. and J. Transport, Ltd.** Cap. £100. Dirs.: T. F. Clift, 38 Peckham Hill Street, London, S.E.15; J. Hitchin, 10 Whitbread Road, London, S.E.4. Sec.: T. F. Clift. Reg. office: 10 Whitbread Road, London, S.E.4.

**Matilda Coach Works, Ltd.** Cap. £100. Subs.: C. F. Cooper, 18 The Highlands, Crouch Hill, London, N.4; J. A. Parsons, 18 Ruskin Buildings, Milbank, London, S.W.1. Dirs.: C. F. Cooper. Reg. office: Offices of E. P. Milford and Co., 4 Quex Road, London, N.W.6.

**MacLarger Plant and Transport, Ltd.** Cap. £1,000. Dirs.: W. E. Jones, 58 Longcross Street, Cardiff; S. Collins, 3 Trelawney Avenue, Cardiff. Sec.: W. E. Jones. Reg. office: 58 Longcross Street, Cardiff.

**William Simm (Coaches), Ltd.** Cap. £500. Dirs.: T. Jackson and E. Jackson, "Oakdene," Windsor Road, Chorley. Sec.: T. Jackson. Reg. office: 65 Higher Market Street, Kearsley.

**Day and Night Transport, Ltd.** Cap. £5,000. Dirs.: M. Latif Malik and Mrs. E. Z. Latif Malik, 29 Faulkner Square, Liverpool; M. S. Qureshi and M. R. Chowdhry, 22 Armoury Road, Small Heath, Birmingham.

**H. and J. Nastri, Ltd.** Cap. £100. Dirs.: J. F. Nastri, 12 Woodlands Road, Romford; J. E. Nastri, 27 Wentworth Way, Rainham. Sec.: M. C. Nastri. Reg. office: 9-12 Basinghall Street, London, E.C.2.

**J. H. Myers, Ltd.** Cap. £5,000. Dirs.: J. H. Myers and J. H. Myers, 32 Hawthorne Place, Clitheroe. Sec.: J. H. Myers. Reg. office: Ribble Garage, Waddington Road, Clitheroe, Lancs.

## APPEAL ADJOURNED

AN appeal by Mr. E. J. C. Lytham, trading as Lytham Bros., of Quarry Road, Stoneycroft, Liverpool, against a decision of the North Western Licensing Authority was adjourned for six months by the Transport Tribunal last week.

## APPELLANT ABSENT

MR. C. E. CORBY, trading as Corby Transport, 59 Vicarage Road, Sunbury-on-Thames, had his appeal dismissed by the Transport Tribunal in London last week because he failed to appear at the hearing.

Corby had lodged an appeal against a decision by the Metropolitan Licensing Authority refusing to grant him a B licence for two vehicles to carry general goods within 20 miles of Sunbury railway station.



Airborne Aviation Services (Gatwick) Ltd., recently put into service this high-lift aircraft loading truck at Gatwick Airport. The chassis is a standard Commer forward control 11-ft. 9-in. wheelbase 5-tonner and the special bodywork was built by Palmer Coach-builder, Ltd., Hanworth, Middlesex. It is mounted on a scissors-action sub-frame, raised and lowered vertically by Edbro twin-ram hydraulic gear and is controlled from inside the cab. The tail-lift is controlled from inside the body.



## York Third Axle Approved for Trader

THE York trailing axle conversion is now approved for fitting to Thames Trader 7- and 7½-ton models. Announcing this, Ford Motor Co., Ltd., recommend that vehicles fitted with this conversion should be equipped with power steering and the new five-speed direct-drive gearbox which are now offered as production options.

The York conversion consists of a trailing axle system comprising two independent oscillating rocker beams attached to the chassis by hanger brackets and connected to the driving axle suspension through a special shackle linkage. The hanger brackets are located transversely by a tubular cross-member which gives additional strength to the unit. It is suitable for all Thames Trader 7- and 7½-ton models and, when fitted, a maximum gross vehicle weight of 15 tons is permissible.

The conversion will be carried out at York trailer depots in London, Glasgow, Warrington and Corby.

### NO BASIS FOR STUDY

THE idea of a study group to compare road and rail costs was rejected, in the Commons last week, by the Minister of Transport. The relativity of track costs did not provide a basis for judgment, he told Mr. Charles Mapp (Labour, Oldham East).

## Municipal Contracts

**Reading** Building Committee is to buy four Mini-vans at £355 each.

**Poulton le Fyde** U.D.C. invite tenders by Jan. 2 for the supply of a tractor and trailer.

**Hemel Hempstead** B.C. invite tenders by Jan. 8 for the supply of one two-ton tipper and a vibrating roller or compactor.

**Scunthorpe** Corporation is recommended to accept the £3,450 tender of Johnston Bros., Ltd., Dorking, Surrey, for a suction road-cleaner vehicle.

**Ipswich** Water and Drainage Committee recommends acceptance of the £731 quotation of Nice and Co., Ltd., for two Morris 5-cwt. vans for the Waterworks Department.

**Rochdale** Corporation is recommended to accept the tender of Shelvoke and Drewry, Ltd., Letchworth, for a fore-and-aft refuse-collection vehicle, with hydraulic hoist for bulk containers, for £3,250, and for an hydraulic trolley for £110.

**South Shields** Transport Committee has accepted the tender of Transport Vehicles (Daimler), Ltd., for four bus chassis with Gardner 6LW engines and constant-mesh gearboxes at £2,483 each, and the tender of Chas. H. Rose, Ltd., for four composite 63-seater bus bodies at £2,548 each.

**The Metropolitan Water Board** Works and Stores Committee proposes to order the following replacement vehicles: 19 Austin 10/12-cwt. vans; three Commer 15-cwt. vans; one Austin Gypsy van; one Commer 5-ton lorry; eight Karrier Bantam 2-ton tippers; one Karrier Gamecock 1-tonner; four Karrier Gamecock double-cab 3/4-ton tippers; four Commer 6-ton tippers; and one Commer 7-ton tipper.

**Hastings** Motor Vehicles Committee has accepted tenders from Combs Motors, Ltd., for an ambulance on a 25-cwt. Bedford chassis for £1,955 and a Bedford/Lever Lancastrian Minor ambulance for £1,269. The Highways and Works Committee recommends replacement of a 10-cwt. builder's truck; a 4-ton diesel tipping truck; and a 3-ton diesel tipping truck. The Public Hygiene Committee reports that a Dennis refuse-collector vehicle is to be replaced by a small-type, rear-loading compression diesel vehicle at an estimated £2,200; a Morris Compressor refuse collector is to be replaced by a Shelvoke and Drewry 50-cu.-yd. "Pakomatic" vehicle at an estimated £4,420. The Water and Fire Brigade Committee has approved the purchase of a 10/12-cwt. van at approximately £480.

B26

## Pickford Decision Reserved

THE Deputy Northern Licensing Authority, Mr. G. W. Duncan, at Stockton-on-Tees last week reserved his decision on an application by B.R.S. (Pickfords), Ltd., for authority to add an articulated unit (tractor, 12 tons 2 cwt., and trailer, 15 tons) to their Stockton A licence. Mr. T. H. Campbell Wardlaw, on behalf of the objectors, had submitted that there was no case to answer.

The Deputy Authority said he would like time to consider the submission. If he decided there was no case for the objectors to answer, that would be an end of it. If, however, he decided there was a case, the onus would then rest on the objectors to prove otherwise.

Mr. A. W. Balne, for Pickfords, said the company was making the application because of the increased demand in the Stockton area for vehicles capable of carrying 45 to 60 tons. The demand was so great that it was often impossible to supply a vehicle when it was needed.

Mr. Wardlaw said that Pickfords did not have a good case. There was a very simple principle involved, he said. The application was for a special type of vehicle to carry heavy loads. When considering this type of vehicle one had to

look at it more on a global than a local basis. That was why there were sometimes objections from as far afield as Manchester and Wales to applications made in Stockton.

### CONTAINER TRAFFIC IS RESUMED

UNRESTRICTED container traffic was permitted to pass through Dublin port last week with the ending of the five-year dispute over the traffic.

Dockers at the port had refused to handle the containers unless they were given guarantees regarding continuity of their employment. After long negotiations the dispute was settled on December 9.

### LICENSING HOVERCRAFT

THE Government has not yet decided how the use of hovercraft should be regulated. This matter was, however, under consideration, said Mr. C. M. Woodhouse, Parliamentary Secretary to the Ministry of Aviation, in the Commons last week. He had been asked by Sir Wavell Wakefield when he expected to be able to make a statement about the licensing of these craft for the carrying of goods and passengers.

## Goods on Pallets Give the Maximum Payload

BY use of standard 40 in. by 40 in. pallets and by designing cartons to match the pallets, H.P. Sauce, Ltd., ensure that a full payload is carried by trucking vehicles carrying bottled and canned goods on factory-to-depot runs. It is normal for the weight of the load to be within ½ cwt. of the rated capacity.

This information was given last week by Mr. G. L. Eades, transport manager of H.P., when he read a paper on "Distribution" at a meeting of the Industrial Transport Association, Birmingham Division, of which he is a member.

Pallet loading was introduced by H.P. in 1950 and was now applied to trucking movements of all finished products from the main factories to 18 redistribution depots, said Mr. Eades.

A Lansing-Bagnall fork-lift truck was employed in conjunction with an hydraulically operated loading-deck ramp, the angle of which could be varied to match the height of the vehicle platform. By this means 14 pallets, representing a payload of 15 tons, could be loaded in 14 min. by two men.

For redistribution from the company's main depots in London, Birmingham, Wigan and Selby, a type of 7-ton van was favoured having sliding cab doors and rear roller shutters. The opening of the left cab door was sufficient to provide access to at least 18 in. of the vehicle floor, and a door of this type was preferable to a body side door as it provided easier unloading of cartons by the driver's mate. Consignments were prepared by

the mate when the vehicle was on the road, in preparation for a drop.

Bulk deliveries had been facilitated, said Mr. Eades, by the formation of voluntary buying groups, who purchased goods at an increased discount. Channelized distribution could substantially reduce the number of road vehicle movements, but some producers objected to the scheme because it could lead to trading information being given away to competitors.

The premises of wholesalers were often completely inadequate for the volume of road traffic handled, and long delays were frequent. Redistribution had been increasingly handicapped by traffic congestion and parking restrictions.

### Rail Delivery Time Doubled

Referring to rail-borne traffic earlier in the paper, Mr. Eades said only small consignments were now sent by rail and delivery time had approximately doubled since the early 1930s. Dispatch by rail necessitated the use of cartons of heavier fibre-board, which added to cost, and the cartons were less attractive for display purposes.

In reply to a question during the discussion, Mr. Eades said that the average number of deliveries in a day's run to retailers' premises in congested areas was now 30 to 32, compared with an average of 42 to 45 ten years ago, and delivery time had been increased by about two hours. Loss of vehicle time caused by accidents was small.





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Ghana, her independence assured, is on the move. There's tough work to be done — and A.E.C. heavy goods vehicles are more than handling their share. In the dense forest areas around Kumasi; in the manganese mines and on construction works of the giant Tema Harbour, the A.E.C. badge is ever-prominent. Wherever arduous conditions prevail, in Ghana as in Britain, A.E.C. is first choice for performance and dependability.



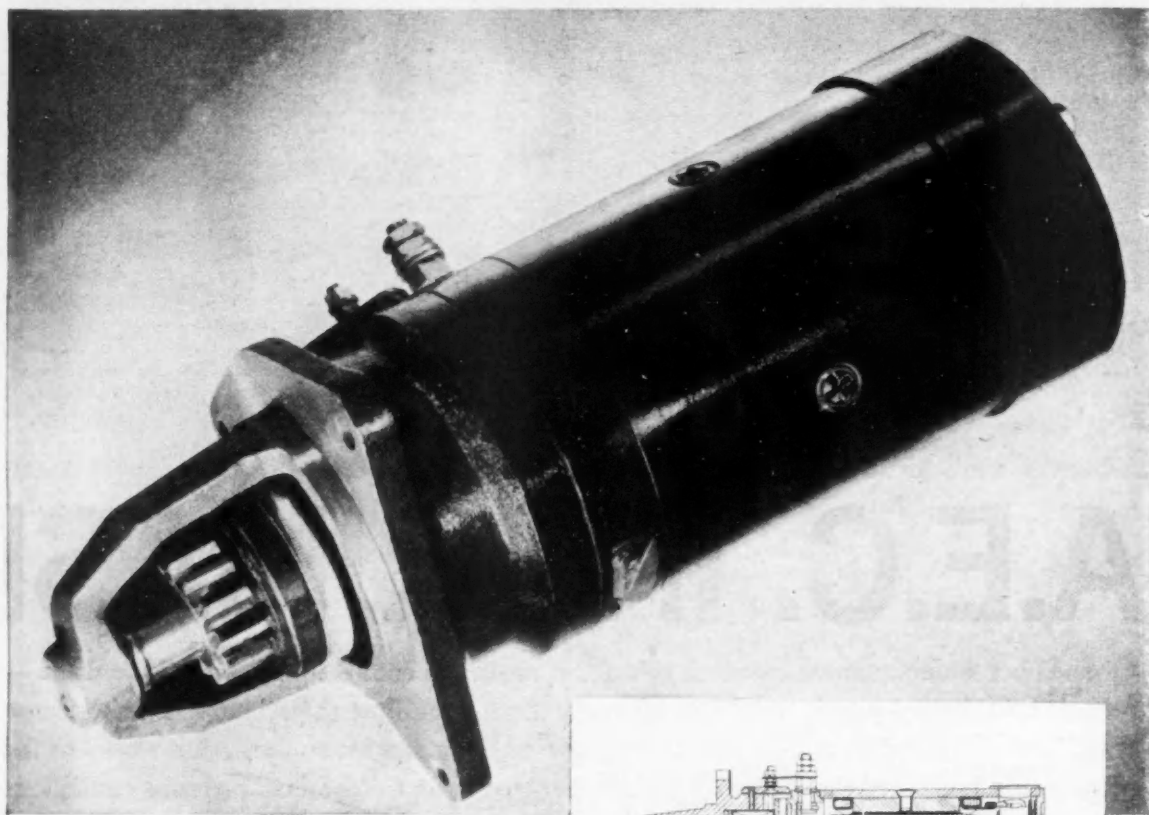
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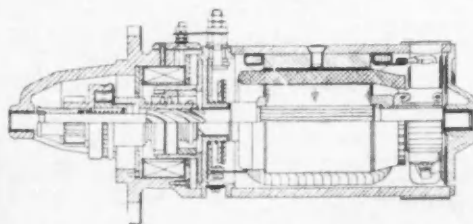
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The pinion is positively engaged by magnetic action instead of by inertia.

It has a free-wheel pinion drive and built-in magnetic lock.



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# Angels and Ministers

COMMENTARY

by JANUS

MAGGIE'S brother Cromwell carefully fitted the bottom of his glass into the wet ring he had left when he picked it up. "I think I have found just the right present for Lottie," he said, "and with a niece like ours that really is something. She is such a diehard realist that she refuses all imitations, as they say in the advertisements."

"I can understand what you mean," I said. "One thing about Lottie is that she has always had a strong sense of what is right and what is wrong. I remember taking her to see Cinderella some years ago, and she complained all the way home because the vehicle that took Cinderella to the ball had not been properly registered, licensed and insured."

"Then the year after that, we took her to see the Babes in the Wood," said Maggie. "There was a very sad little scene when they wandered off down the road hand in hand. It made a lump come in my throat. But all Lottie said was that the babes had not done their kerb drill, and deserved whatever was coming to them."

"For heaven's sake keep her away from Dick Whittington," said Cromwell, "or she will be asking how he can be expected to turn again in a one-way street."

"At least she is on the side of the angels and Mr. Marples," I said.

"Who might well have contributed a foreword to my gift," said Cromwell.

"It sounds as though your present is a book," said Maggie, "in which case I ought to warn you that Lottie goes through every book she receives with a fine tooth comb to spot the errors."

"The things she came up with after reading Lady Chatterley's Lover certainly surprised me," added Maggie.

"That sort of thing will not happen in this case," said Cromwell. "So far from making mistakes, the book I have chosen is dedicated to putting them right. It is a corrected version of the old Arabian Nights."

"I HOPE the opportunity has been taken to put the moral attitude right at the same time," I said. "My version, or what I remember of it, condones and even approves of behaviour that would certainly call for a good deal of questioning down at Scotland Yard."

"I refuse to believe it," said Maggie. "I have always had a warm spot for the Arabian Nights and Ali Baba is my favourite character in fiction."

"Not if you look into the matter closely," I said. "Ali Baba was certainly not a wholly admirable character. For example, his reaction to the discovery of a cave-full of treasure was to take away as much as he could carry. Not an unnatural thing to do perhaps, but hardly a shining example to the young."

"The stuff had clearly been pinched," Cromwell agreed. "It was Ali Baba's plain duty to go to the police."

"And another thing," I continued. "What sort of security device is it that can be broken down merely by repeating two or three words?"

"And just the three words that you would expect any hoodlum to use," said Cromwell. "'Open sez me,' indeed."

"Suppose you tell us how Lottie will find the story when she reads it in the book you are giving her," Maggie suggested.

"In the first place, the events are brought up to date,"

Cromwell explained. "Ali Baba is a poor but honest owner-driver, carrying hardcore on a short-term B, with a tipper bought on the never-never."

"In other words, one of the new-style industrious destitute," I said.

"They do not work any harder or come any-poorer these days," Cromwell agreed. "Ali Baba's story can be put in a few words. He stumbles on a warehouse crammed with loot, tips off the law, and receives a reward from the Road Haulage Association, plus a further sweetener from a grateful insurance company."

"He does not sound a bit like the Ali Baba I used to know," said Maggie. "Now if you could do the same thing with Aladdin I should not care at all. He has never seemed a very sympathetic character. Everything comes to him too easily."

"YOU may safely take it in any case that the clause about living happily ever after did not apply to him," I said. "He may have been a teenage tycoon, but he was riding for a fall. For one thing, there was union trouble for him, what with slaves who seemed to wait on him all day and all night, in flat defiance of the Catering Wages Act, and what with the disputes between them on demarcation and restrictive practices that seemed likely to arise any time."

"Then you will like the story in Lottie's book," said Cromwell. "It gives a far more balanced picture of his career. Aladdin—of the Twankey Removal, Storage and Chinese Laundry Company—has the outside job of moving an entire palace as an abnormal and indivisible load. Whatever form of propulsion he uses, he certainly does not keep to the appropriate regulations. But fate catches up with him before too long."

"I cannot wait to hear it," said Maggie.

"No sooner has the palace arrived at the appointed place," said Cromwell, "than Aladdin receives a visit from an official asking whether he has planning permission to build there; from a second official who hands him an assessment for rates; from a third official with a summons requiring him to show cause why he should put up a palace right across the M1; and from a fourth official wanting to know whether he received permission to carry the traffic either from the Licensing Authority or from the Air Transport Licensing Board."

"And in the end," I said, "I suppose he decides that it is best to stick to dry cleaning and let somebody else marry the princess."

"Are all the stories in your new book like that?" asked Maggie.

"There are no end of them," said Cromwell. "After all, they were supposed to last for a thousand and one nights. Unfortunately, we have only a few minutes more to closing time. Otherwise, I should love to tell you in detail about the wonderful international adventures of Sinbad the Haulier, and especially his thrilling encounters with those mythological creatures the Infrastructure and the Fourchette. And I can think of nothing better I should like to do after that than narrate the story of the dreadful consequences that followed when the Transport Tribunal released the Lebus djinn from the bottle, and how it took three grave justices with bell, book and candle to get it back again."

"Talking of gin in a bottle," I began. . . .

# GARRINGTONS' UNIQUE

## Solves Multiple Transport



**Striking Improvements  
Efficiency Result from  
Re-equipment of**

*One of the diesel fork-lift trucks engaged on longer hauls is seen here on the entrance drive to the Bromsgrove works together with a Leyland Comet artic and an Octopus from a fleet composed largely of Albion, Leyland and Dodge vehicles.*

**M**OST well-run, well-maintained transport fleets induce a certain amount of personal pride and enthusiasm among driving staff. Indeed, many establishments are measurable by the attitude of personnel, both to the job they are doing and the vehicles they are working. Especially is this so with C-licensed road transport.

To what Olympian heights does the measure rise, though, when the driver of a fork-lift truck, working amidst all the grime and abrasions of a high-pressure forge plant, asks in all seriousness for a tin of expensive polish?

When this happened recently, no one on the transport side at Garringtons, Ltd., of Bromsgrove, Worcestershire, was in the least surprised. The polish was duly supplied and the truck shined. The amazing thing is that, regularly polished as it is, it hardly stands out among the other 40 fork-trucks.

Garringtons, Ltd., part of the Guest, Keen and Nettlefolds group, are the largest manufacturers of forgings in Europe. The Bromsgrove plant, greatly extended and modernized since the war, produces high-quality forgings for the motor vehicle, aircraft, shipping, mining, agricultural and other industries, and, with a new and up-to-the-minute press forgeshop, now has an estimated capacity of 132,000,000 forgings a year. Additionally, there are extensive divisions manufacturing quality hand tools, agricultural implements and, more recently, induction heating equipment following developments in this field originated by Garringtons' own needs.

For an undertaking of this size and scope, transport, both external and internal, is the most vital ancillary to the actual processes of production. Something between 7,000-9,000 tons of forgings leave Bromsgrove and the other Garringtons' plant at Darlaston each month for all parts of Britain and the world. All of them are carried on artics operated under C-hiring or contract-A licences, mostly by two hauliers. At Bromsgrove 18 tractive units, mainly Leyland, Albion and Dodge, with one Bedford, work 35 Scammell semi-trailers. At Darlaston four Leyland and two Bedford tractive units operate 11 Scammell semi-trailers. There are also one 16-ton Leyland and two 8-ton Bedfords.

u30

To a large degree, of course, the control of this fleet rests with Garringtons. Strict control over working, particularly driving hours, is maintained.

The decision to reassess and fully reorganize the internal transport set-up was a result of the coincidence of greatly increased production with the need to replace many of the existing fork-lift and platform trucks in 1958. Neither the trucks themselves, due to age, nor the existing methods of organizing their work and maintenance were in step with the overall expansion of the company and its output of forgings. Any hold-up or interruption of Garringtons' production lines is defined as the responsibility of whichever of the numerous departments involved in the operation is seen to have caused it. All too often, lack or failure or unreliability of internal movement facilities was to blame.

The outcome of this was a highly detailed investigation of the present and future handling requirements of the plant by the transport manager and the chief work study engineer. This was followed by a comprehensive report, in which the broad proposals were that: (a) pallets, containers, tote boxes, etc., gradually be standardized; (b)





# SCHEME Problems

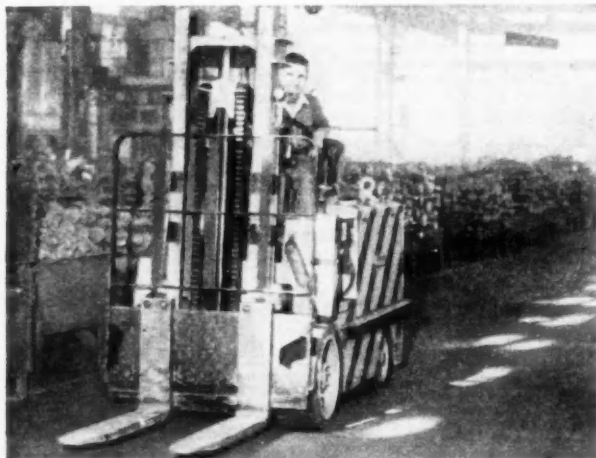
**in Labour Relations and Working  
Major Reorganization and Generous  
Internal Transport System**

*Each driver is allocated one particular truck and there is a strict rule that it may be driven only by the man whose name is prominently displayed upon it.*



mobile handling equipment renewal be implemented on a carefully planned basis; (c) a co-ordinated and centrally operated system of materials handling covering the whole company be established.

It was estimated that the greater efficiency resulting from implementation of these proposals would amortize the initial cost in about seven and a half years.



*(Above) All fork trucks work within strictly specified areas and mostly on specific jobs within the department.*

*(Left) An electric hoist, a well laid out charging room and a strictly enforced timetable keep time of battery changing down to 6½ minutes.*

*(Right) One of the 15 new Stacatrucks loading a semi-trailer. Between 7,000-9,000 tons of forgings leave Bromsgrove and Darlaston each month—all on artics.*



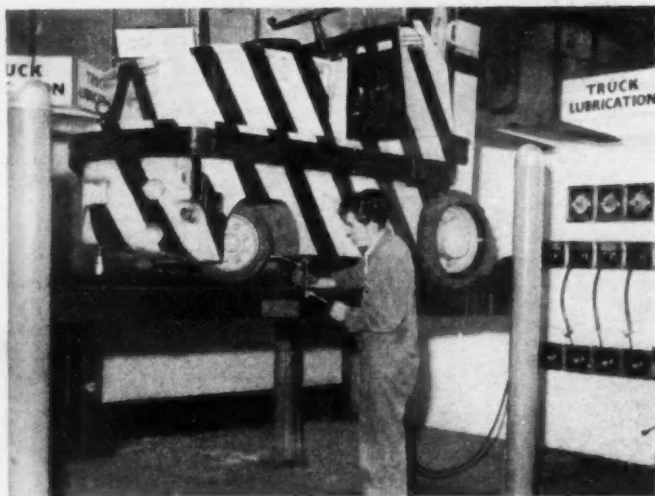
The capital cost was, indeed, very high, allowing as it did not only for a new fleet of the most modern fork-trucks, but for the considerable amount of ancillary equipment and facilities necessary for their 100 per cent. functioning and maintenance. Nevertheless, the plan was authorized by the management without financial paring.

The absence of parsimony in the establishment of the whole mechanical handling system is, indeed, mainly responsible for its immediate and continuing 100 per cent. operational efficiency. There has been no "learning as we go," nor has the need for any major revision of either equipment or methods made itself apparent to date.

From initiation the set-up has been based on three main policies. These are:—

1. The upkeep of all equipment at 100 per cent. operational efficiency, through precise work/maintenance schedules.
2. Very careful allocation of handling equipment and personnel to specific tasks in the various departments, with their ultimate control almost entirely in the hands of the transport department.
3. The build-up of status, and consequently of enthusiasm, responsibility and pride, among the mechanical handling equipment drivers and associated personnel.

Although policies 1 and 2 naturally come first, and remain of material priority, to my mind it is attention to the third which has ensured the complete success of the enterprise. The most elaborate and costly mechanical



*Truck lubrication is carried out in the superbly equipped garage at Bromsgrove, and all maintenance follows a precise timetable.*

handling set-up in the world will not work effectively and economically without the goodwill and co-operation of its personnel. All too often management tendency in establishing such a set-up is to lavish everything on the machines and little or nothing on the men who are to operate them. Only when the new equipment fails to measure up to anticipations do personnel get consideration, and often by then the working climate does not induce the right sort of consideration.

Garringtons did not make this mistake. Mindful that a fork-lift truck costs as much as a top-bracket car, the first step they took was to inculcate in drivers a sense of personal pride in, and responsibility for, their machines.

In this respect the changeover to new equipment helped a good deal. It was possible to allocate each driver one particular truck, and there is a strict rule that no one other than the driver whose name is prominently displayed on the truck may drive it.

All the fork-lifts employed on routine shift work are painted in bold black and yellow stripes, and this livery is carefully maintained. As a result there are intensive efforts by drivers to protect the exterior as well as the working parts from undue wear and tear—not easy in the conditions under which many of them work.

Every driver also has a personal internal-transport driving licence, in the form of a plastic-protected booklet, which must be carried when working, and which must be produced on demand to the supervisory staff and the safety committee. These licences contain particulars of the driver and his truck, medical examination dates, details of a merit allowance scheme, safety rules, and a space for driving offences to be recorded. Before a licence is issued a driver must pass a medical examination and a competence test in fork-lift truck operation (the two chargehands are qualified instructors).

Undoubtedly the merit allowance scheme is a major factor in the day-to-day efficiency of drivers. The scheme works simply, on a points basis. Two hundred points are allocated to each driver each fortnight, and if no more than 18 are lost a driver qualifies for the maximum merit allowance, which is calculated on a rate/hour basis.

The 200 points are split under four headings: timekeeping (25 a week); care of truck (90 fortnightly); absence without justification (10 weekly); general conduct and behaviour (20 weekly).

The assessment of care of truck is made during the fortnightly routine service by the Garage Foreman and Internal Transport Foreman with the driver given the opportunity of objecting to any deduction of points.

The drivers' record cards run over 12 weeks, with an additional lump sum merit award given to the driver with the highest number of points over this period. An up-to-date chart of the ratings is kept where drivers clock-in at the battery-charging room.

Drivers with fewer than 19 points lost in a fortnight qualify for the full merit rate; with from 19 to 26 points lost for two-thirds of the rate; with from 27 to 48 points lost for one-third; and with 49 or more points lost, for no merit award. The scheme, very carefully explained to all concerned in it, works well, and has union support.

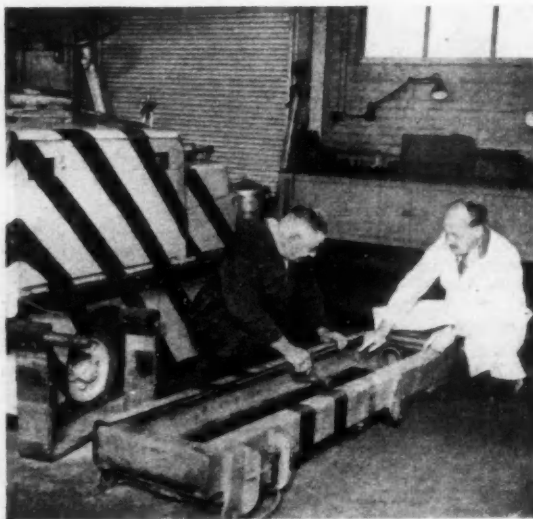
Examples are that no one was consistently late in 1960, and that there has been only one instance this year; that absenteeism has almost vanished; that the safety record has been considerably improved, and that the failure to transport can very rarely be held responsible

for any upset of production lines.

Backing up and backed by the personnel scheme is the efficiency and comprehensiveness of the mechanical and electrical maintenance systems. These Garringtons took immense care to build "into" the establishment.

At present some 40 fork-lift trucks are operated, plus 20 other mechanical handling devices such as platform tractors, tugs, cranes, and gadgets particular to the needs of a forge. The complement of fork-trucks will eventually total 48. The transport manager, Mr. Vic Ashley, and his staff are additionally responsible for 43 company cars.

Of the fork-lifts, 15 are new Stacatruc 624Es of 6,000 lb. capacity, supplied by I.T.D., Ltd., and 14 are new Conveyancer E6-24s also of 6,000 lb. capacity, supplied by Conveyancer Fork Trucks, Ltd. The eight new trucks needed to bring the fleet to its full complement will be Stacatrucs.



*Maintenance procedures are carried out at 14-day, 3-month and 6-month intervals. When collecting his fork-truck the driver must satisfy himself that any necessary work has been adequately completed before signing the job card.*

The fork-lift fleet is completed by a further 10 electric vehicles, and there are two diesel-powered fork-trucks and five Yale and Towne Worksavers used for box-pallet movement in the plant's marshalling areas.

Although the new Stacatrac and Conveyancer equipment is basically standard, certain modifications have been made in pursuit of additional protection. A particularly abrasive dust is common in the works and, against this dust, seals are fitted to brake drums and lifting masts. Bumpers of metal channel similar to those found on fairground "bumper cars" have also been fitted, and on the Stacatracs a battery housing modification has been made to improve battery charging, using an overhead hoist.

As previously noted, all fork-trucks work within strictly specified areas, and mostly on specific jobs within a department. The dispersal and function of each truck is to be seen at a glance on a master chart covering the whole fleet, ensuring a complete picture for the supervisory staff at all times.

The value from the transport side of this type of work control is to be found not only in matters of fleet deployment and administration. Both mechanical and electrical maintenance are immensely served by a system under which precise timing of maintenance and restorative work is possible.

The maintenance side of the Garringtons establishment is perhaps even more impressive than the condition of the vehicles themselves and the efficiency and enthusiasm of drivers; so much so that after two years' operation the same high standard prevails, and to a visitor the ultra-modern and superbly equipped garage at Bromsgrove gives the impression, in the middle of a working day, of having just been got ready for a top-hat opening ceremony. Extensive use of bright colours and the extremely high standard of cleanliness make an immediately good impression.

### Modern Garage

The garage is equipped with the most modern equipment necessary for the maintenance of both the mechanical handling fleet and a large fleet of company cars. Power-supply pipes and conduits in British Standards Institution colours add to the brightness of the decorative scheme. Oil patches have been completely eliminated by the sinking of waste tanks into the floor, covered by metal grids, and litter finds its way every time into waste bins provided at each work bench. Throughout the area wall sheets display the manufacturers' recommended maintenance procedure.

Each fork-truck is inspected every 14 days to a pre-determined pattern, which works out at four trucks a day. Two spare trucks, striped in distinguishing red and black, are available to replace units withdrawn for maintenance or battery charging.

Recommended maintenance procedures are carried out at 14-day, three-month and six-month intervals, but it is the fortnightly inspection, and the immediate attention to any fault, which above all ensures the working capacity of each unit.

An interesting feature of the very comprehensive job cards raised for all types of maintenance and repair is the space for the driver's signature. Before taking his vehicle out of the garage he must satisfy himself that any necessary work has been adequately completed—another "winner" in terms of labour relations.

Of equal if not more importance than mechanical maintenance in the operation of electric trucks, is the upkeep of the batteries. Here again Garringtons would seem to have evolved a foolproof system.

The basis of this is a well-laid out charging room with an electric hoist which keeps changeover time to a minimum, plus a stringently enforced timetable for every battery change.

The work of the mechanical handling fleet is split into two shifts, and three batteries are allocated to a pair of trucks—one working the day shift, the other the night shift. An alpha-numerical code links trucks with their batteries.

The battery-changing-charging system is so arranged that no battery is employed for more than 6½ consecutive working hours, and is given at least 12 hours on charge between working periods.

Each day the day-shift trucks change batteries on a very precise schedule between 1.30 p.m. and 3.36 p.m. The night-shift change takes place between 1 a.m. and 3.30 a.m. Time allowed for each battery change is 6½ minutes, and it is an indication of the high standard of timing and driver co-operation that the schedule is rarely upset, even though many of the trucks have up to half a mile to travel to the charging room. One physical aid in this direction is the use of a plate showing the exact time for

battery change affixed to each truck's mast.

Also of considerable value is the construction of a canopy attached to the outside wall of the charging room. This provides a covered parking space for trucks when not working, and enables their batteries to be charged *in situ* via cable and conduit through the charging room wall. Indeed, so successful has this system proved that the facility has been extended, with a cable drum extension from chargers to maintenance shop to enable *in situ* charging during routine maintenance.

It is a fact that there was some considerable scepticism at first, particularly among drivers, as to the efficiency of the battery maintenance system, and possibly about other aspects of the establishment. It has now been appreciated, however, that the system works 100 per cent., and the fact that the machines in which they can take a personal pride are always fully powered and entirely reliable has won drivers over completely.

There seem, to the onlooker, to be three main factors behind the success of Garringtons' internal transport.

One is the vigour, drive and enthusiasm of the transport manager, Vic Ashley, who, with generous management backing, has been chiefly responsible for its creation, and is now the spring from which its day-to-day functioning derives direction and energy.

The second is the material liberality with which the establishment was planned and created.

The third is contained in what may be thought rather a hackneyed word in this modern age, but one which nevertheless very apparently applies—teamwork.

The full mechanical handling and transport complement is 61—three chargehands (one on nights), 39 fork-truck drivers (16 on nights); five mechanics (one on nights) one apprentice; two car washers; one garage mate; a lubrication bay attendant; three battery room attendants (one on nights); an electrician; two van drivers; and three chauffeurs.

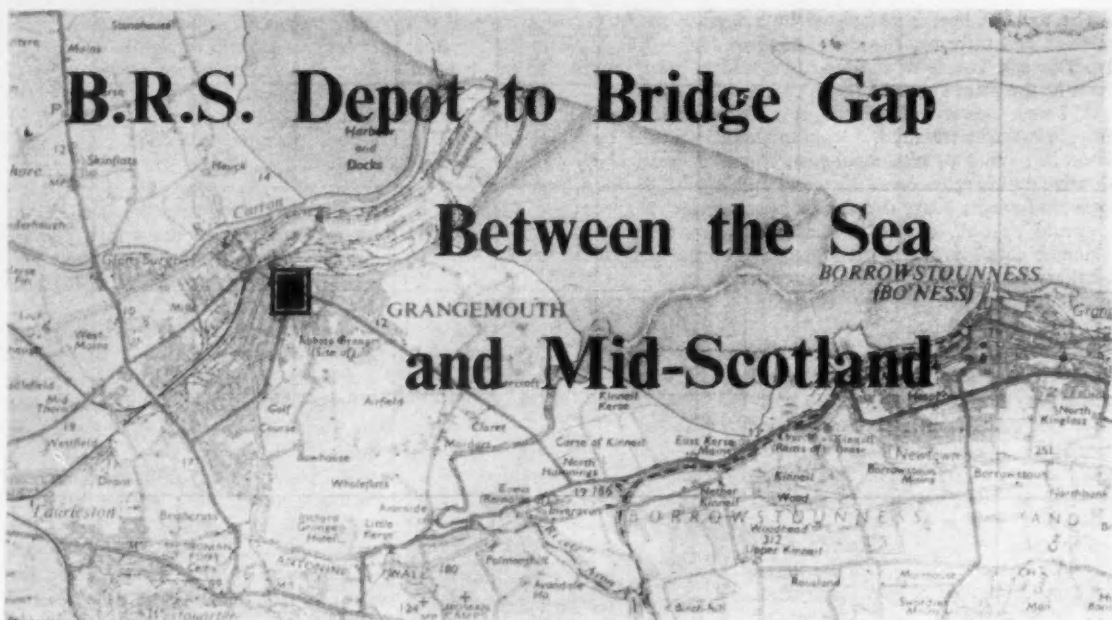
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Transport manager Mr. V. G. Ashley, whose drive and enthusiasm is the spring from which the internal transport and mechanical handling system derives its direction and energy.





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## *New Grangemouth base "an island suspended over thousands of feet of mud"*

**By Norman H. Tilsley**

**A**T precisely five minutes past noon on Wednesday, December 13, the Provost of Grangemouth, Mr. Robert Brown, pressed a large electric button. To the whirr of electric motors, several "up and over" steel slatted doors rolled open; an immaculate B.R.S. vehicle was driven into the traffic shed (breaking a white tape in the process) and Scotland's newest road link with the sea, and with the Common Market if it comes about, was forged.

The importance which B.R.S. place upon the event can be gauged by the fact that not only did their general manager, Mr. T. G. Gibb, travel from London to be present, but he was accompanied by the Transport Commission's docks chief, Sir Robert Letch, and several members of the Board.

Conveniently situated within a few hundred yards of the vastly expanding docks at Grangemouth (which is fast becoming Scotland's second port), the depot was no easy task to build.

Construction in the shore area is always difficult—tide from the Firth of Forth affects the water level in the soil from a depth of two feet down. Thus the substratum consists of silty clay to a fair depth which, of course, is unreliable for conventional building purposes.

To combat this, a system of piling and edge beaming to support the main buildings was decided upon by the architects

and the work, which began in May of this year, was finished in record time, taking into account wet weather conditions, which necessitated continual pumping in order to lay the foundations. The depot is virtually suspended, like an island in a sea of mud. No wonder that the completed site cost the B.T.C. something in the region of £90,000.

The depot will eventually replace two existing B.R.S. bases at Grangemouth and Falkirk. There is ample room for 46 vehicles, and several Pickfords tankers, carrying petrol and oil from the vast refineries close by, will use the site as a base.

There are three main buildings, the largest of which is the traffic shed (200 ft. long by 90 ft. wide). The 18,000 sq. ft. area provides ample warehousing. Along the west side is a large raised loading bay, which allows for through working from outside to inside, the vehicles themselves being adequately protected from the elements by a large canopy. The roof, consisting of asbestos sheeting interspersed with translucent "windows," allowing for ample lighting, is supported on a portal frame; auxiliary lighting is provided by 30 pairs of fluorescent strips. A mess for the drivers, and a toilet and washing facilities, is situated on one side of the main doors, a storeroom on the other.

The service station, where normal

running maintenance and repairs will be carried out (major overhauls, etc., will still be carried out at the main Linlithgow maintenance base), has three pits and one standing bay. There are facilities for pressurized lubrication.

The general office block—a proprietary prefabricated unit—is situated alongside the main entrance. It contains a large office for the depot manager, Mr. W. H. Mack (he was appointed to this post at the beginning of the year), and a telephone exchange and inquiry office. The general office, which has accommodation for a staff of 12, has a window running along the whole length of one wall, and giving a view of the whole depot.

Beneath the fuelling island are tanks for 2,500 gal. of fuel. The Commission have still to build a weighbridge, capable of carrying a 50-ton load, and they hope eventually to build a road through the perimeter fencing leading directly into the docks, which will have the effect of keeping the main dock road free of heavily laden traffic.

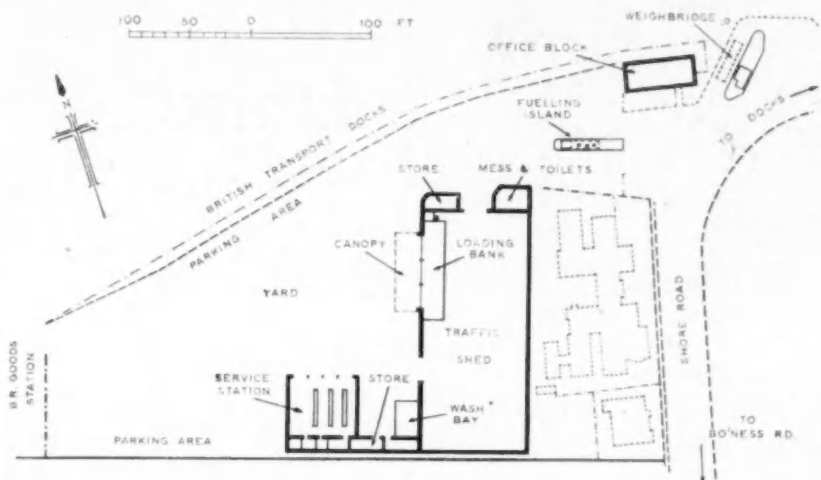
After the official opening of the depot, the guests—there were about 120 in all, including B.R.S. officials and, most important at this "showing the B.R.S. flag" ceremony, representatives from customer firms—were conveyed to the Leapark Hotel in Grangemouth, to eat a fine luncheon and to drink toasts to, respectively, "the Queen," "the Burgh of Grangemouth," and "British Road Services."

The lunch was presided over by Mr. J. P. Young, the Scottish Divisional Manager, who afterwards summed up the whole project to me in these few words: "It was an ordinary railway dock. The customers were demanding a road link, and B.R.S. just stepped in."



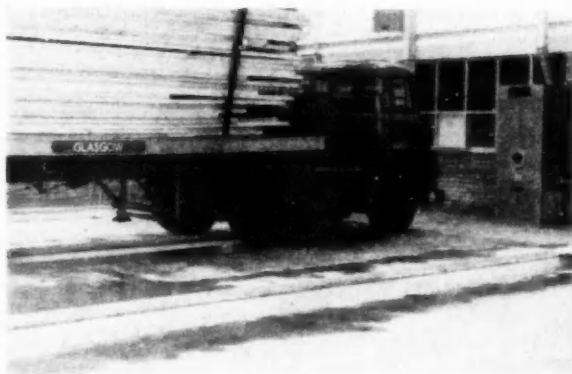


(Above) The main entrance to the depot. Vehicles will normally carry general traffic from the docks to main trunk depots for onward transhipment.

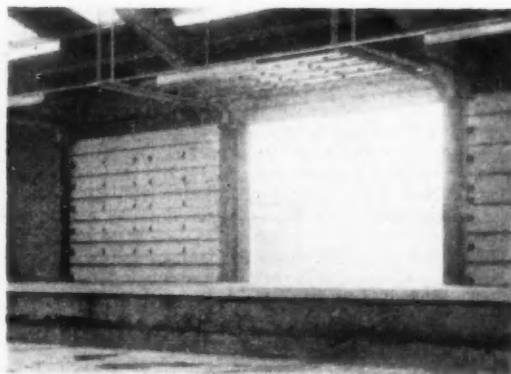


(Left) A little over 100 yd. from the main Grangemouth-Bonness road, the depot is ideally positioned for the docks and the railway. The plan shows the adequate parking area to accommodate B.R.S. "general" vehicles and any of Pickfords that may be based there.

(Below) The "up-and-over" steel slatted doors give access to the loading bay. There are five doors, each operated by an electric motor.



(Above) The service station has three inspection pits. There is room for a standing vehicle. Extensive servicing facilities include pressurised lubrication equipment. A system of forced air heating is installed, and there are comprehensive storage facilities for materials and equipment, and a covered vehicle wash-bay.



(Right) A view of the interior of the traffic shed. Translucent plastics sheets incorporated in the roof, together with strip lighting, ensure excellent interior light. The interior loading bank has accommodation for eight vehicles.





### Highly Developed Maintenance System Ensures Good Results With Large Dublin Fleet

IN view of the fact that the availability graph is not only a constant reminder of "the state of the market" but is also by way of being a key to the efficiency of the maintenance system, it is surprising that this feature is to be seen in very few road transport depots. Particularly interesting are the availability percentages calculated from year to year for they reflect with clarity the success, or otherwise, of those charged with the acquisition and maintenance of the various units in a fleet.

For this very reason, Mr. A. G. Milne, road transport engineer to the huge Guinness organization in Dublin, maintains comprehensive statistics. They show that for over a decade the company's vehicles at the St. James's Gate Brewery have been ready to carry out traffic duties for 96 per cent. of their time.

#### Unique Fleet

This is a fleet that appears to have almost everything. It includes a wide variety of transport units, a bulk grain carrier, a display caravan, a breakdown wagon (largely built-up in the garage itself), a bus for the brewery-port service which carries the Guinness shipping workers, several representatives' cars, and even a scooter for the inspector to examine pressurized casks at the customers' premises. All of this finds ample work for the garage staff.

On the transport side, the keynote in vehicle selection is adaptability, for which reason bulk tankers are now a thing of the past so far as the Guinness organization is concerned. This policy was the

subject of comment in a review of the fleet which appeared in *The Commercial Motor* two years ago. Greatly increased use is now made of platform vehicles with trailers which will carry casks or transportable tanks. So equipped, each unit can be given a full week's work on either city, local or long-distance journeys.

As a matter of policy, the company require chassis giving a low loading line so as to keep handling effort at a minimum. Likewise, the aim is to have cabs that provide good heating and ventilation with, at the same time, the best practicable sound insulation and easy access for the driver.

For economic reasons the practice is to build all bodywork at the garage, even for the numerous specialist vehicles employed. The breakdown vehicle already mentioned is a case in point, the chassis being acquired second-hand and suitable equipment fitted. The crane, which was bought out, has a turret mounting so that it can turn a full circle. To this the department has fitted an 8-ft. jib extension which, among other things, will enable the large transportable tanks to be removed from a broken-down vehicle.

#### Little Wear

Over recent years trials have been carried out with the use of low viscosity oils, coupled with engine temperature control, in consequence of which average figures for cylinder wear have been reduced by 2½ times. Particularly good results in this connection have been achieved with the 18 heavy long-distance oil-engined vehicles where the highest

## Guinness Is Always At Hand

*Bodybuilders putting the finishing touches to a garage-manufactured cab before it is fitted to a lorry, in the workshops at St. James's Gate Brewery, Dublin.*

readings up to 250,000 miles show a cylinder wear of only 0.003 in. All the heavies reached this stage without requiring reboring and one topped 284,000 miles without overhaul.

Especially care is taken in the matter of injector maintenance, not only to ensure efficiency, but also because the public relations aspect makes it important that the Guinness vehicles shall not emit black fumes.

Close attention is given to tyre maintenance, the objective being for the tyre fitters to inspect every cover each week. Initially the tyres have an average life of about 35,000 miles, but because of the care with which they are maintained, two remouldings are normal, each giving a further 30,000 miles.

#### Fluorescent Paint

To supplement the extensive safety equipment that is already in use on the vehicles, wing tips have been marked with fluorescent white paint whilst warning signs on the long-distance units are also given fluorescent treatment as well as being illuminated during the hours of darkness.

The staff at the Guinness garage numbers 65, which includes 13 mechanics, nine bodybuilders, three painters, two electricians and two tyre fitters as well as a number of clerical workers, who maintain a comprehensive recording system. The success that has been achieved in maintenance is reflected in the fact that units in the Guinness transport fleet, which used to be depreciated over five years, are now run down financially over eight years. And in actual fact, of course, many of them still have plenty of useful life left at the end of that period.

The practice of keeping maintenance systems under constant survey obviously pays good dividends.

Planning for Profit

# Passenger Vehicle Operation

*Aspects of Running Buses Are Discussed Here and Average Costing Given for 31- and 41-seater Single-deckers*

**D**ETAILED costings relative to the operation of a 14-seater bus averaging 600 miles a week, were given in this series on November 17. Requests have now been received for similar information concerning larger vehicles, although still limited to single-deckers.

In view of the difficult period through which the road passenger industry is passing, the opportunities for successful operation, particularly by a newcomer with limited resources, must undoubtedly be few. Nevertheless, would-be operators with a desire to run their own businesses still exist and, with the necessary ability and perseverance, can still continue to build up successful businesses, as was shown in the story published on December 8 of a private operator based in the East Midlands.

The key to that operator's success is revealed in the following comment. Passenger operators are in business to provide a service. If the travelling public are prepared to pay the fare they have a right to be carried, no matter how inconvenient any particular requirement may be to the operator.

Translated into day-to-day working, the execution of such a maxim will inevitably entail long and irregular hours of work for the operator. In addition to whatever technical experience and abilities he may have in passenger operation, he must have a flair for dealing with the travelling public, no matter how exasperating any particular emergency may seem to be. And the operator should also be capable of instilling into his staff a similar unruffled approach to their daily work.

**T**HE difficulties which at present are being experienced in maintaining bus services in rural areas are under review by the Government following the report of a committee set up for that purpose. Whilst this particular problem is considered to be the product of a number of factors, the chief of these is recognized to be the increase in private transport. Moreover, responsible estimates indicate that the growth of private transport will continue.

This increase in private transport, however, could be considered to be comparatively uniform throughout the country and not peculiar to rural areas. But because of the already limited number of passengers travelling, the adverse effect on rural bus services is both more immediate and disastrous in relation to overall profitability.

However insoluble the present problem of the maintaining of rural bus services may seem to be, without the introduction of further problems inherent in subsidization, opportunities for successful operation in other areas still exist as revealed by applications for new licences to the Traffic Commissioners.

Despite the fact that this country is already highly industrialized, new industrial and residential areas continue to be set up and developed, with an obvious need for the provision of adequate transport services from the outset.

Dealing briefly with the legal aspects of public service vehicle operation, for licensing purposes such operation is divided into three groups. These are termed stage carriage, express carriage and contract carriage. Stage carriage is,

in fact, what is commonly referred to as a bus service, with a public service vehicle conveying passengers at separate fares.

If none of the separate fares is less than 1s. (or such greater sum as may be prescribed) it is legally termed an express carriage, and more commonly referred to as an express or limited stop service. Contract carriage is the legal terminology for private hire work where a contract is implied for the hire and use of a complete bus or coach, in contrast to the carriage of passengers at separate fares.

**I**N exercise of the control of public service vehicles vested in the Traffic Commissioners, it is a prerequisite that a public service vehicle licence must be obtained for the vehicle no matter which of the three types of operation—stage, express, or contract—is undertaken. The driver, and conductor if carried, must also hold a licence. If the Traffic Commissioners consider that the applicant is not a fit person to hold a p.s.v. licence, having regard to his conduct, they may refuse his application. But before a p.s.v. licence can be granted a certificate of fitness must be in force in respect of the particular vehicle. (This requirement, however, does not apply to vehicles with less than eight seats).

The varying fees and periods of validity for licences in connection with passenger operation are as follows: Certificate of fitness, £5 10s. for from 1-7 years (as determined by the Certifying Officer); public service vehicle licence, £6 for one year, and road service licence, £1, normally for three years.

Typical operating costs for a 31-seater bus are now given. It will be assumed that it is fitted with a petrol engine, and that the initial outlay is £2,900, inclusive of both chassis and body.

Adopting the same basic principles employed throughout this series and in *The Commercial Motor Tables of Operating Costs*, the ten items of costs will be segregated into two groups—standing costs and running costs—each consisting of five items.

The five standing costs are shown as a cost per week derived from a division of the annual cost for each particular item by 50, and not 52, so as to allow for two weeks per annum when the vehicle may be off the road, either for major overhaul

(Continued on page 704)



*This Bedford 4x4 chassis with a special light alloy body is used as a transmission line bus by the South of Scotland Electricity Board whose territory stretches from Fife to Dumfries.*

*This 3,600-gal. tanker was built by Andrews Bros. (Bristol), Ltd., for B.R.S. Pickfords, Ltd. It will carry caustic soda liquor. The tank, which is mounted on an A.E.C. Mammoth Major chassis, is insulated and skinned in light alloy.*



or drivers' holidays. It will be appreciated that in the case of a vehicle being employed on a bus service, i.e., a stage carriage, the operator will be bound by his licence to maintain the service throughout the year, so that in practice a replacement vehicle would be required for the period the original vehicle was off the road.

In addition to the annual duty of £17 10s. payable on hackney carriages of this seating capacity, an annual proportion of p.s.v. licence duty fees would have to be met. The total licence duty payable would then amount to £25 6s. a year, the equivalent of 10s. 1d. per week.

**I**N contrast to the national wage rates, as laid down by the Road Haulage Wages Council, which must be paid as a statutory minimum to all drivers of A and B licence goods vehicles, there is no comparable overall national rate for drivers and conductors of passenger vehicles. In this instance it will therefore be arbitrarily assumed that this particular bus is operated on single shift, as would probably apply with the small operator, and that the combined cost of wages paid to driver and conductor for a basic week is £21 18s. 4d.

The accommodation provided by small bus operators for their vehicles can vary substantially from being left out in the open to being housed in a heated garage. It will be nominally assumed here that the respective cost of rent and rates will be the equivalent of 15s. 9d. per week.

The annual premium for insuring this 31-seater is reckoned at £89 10s., made up of a basic premium with appropriate additions relative to seating capacity and excess value. The equivalent standing cost per week in respect of insurance is therefore £2 3s. Interest charged at a nominal rate of five per cent. on the initial outlay of £2,900 would add the equivalent of £2 18s. 1d. per week.

The total for these five items of standing costs, on the assumption of single-shift working, would therefore be £28 5s. 3d. per week.

Dealing now with running costs, it will be assumed that the average rate of fuel consumption for this 31-seater, when fitted with petrol engine, is 8 m.p.g. With fuel purchased in bulk at 3s. 10d. per gallon, the resulting fuel cost per mile would be 5.75d. Lubricants are reckoned to add 0.22d. per mile.

With a set of tyres costing £170, tyre cost per mile would be 1.02d., allowing for an average mileage per set of 40,000. Maintenance adds 3.26d. per mile, assuming that the average weekly mileage operated by the bus is 600.

To obtain the balance of the initial outlay which eventually has to be written off as depreciation, it is first necessary to deduct the equivalent cost of the original set of tyres from the price of the vehicle. A further deduction is then made in respect of the anticipated residual value, which is here allowed for at the rate of 10 per cent. of the initial price. In this instance the resulting balance of £2,445 will be divided by 200,000 (being the anticipated vehicle mileage life during the original operator's possession). The resulting depreciation cost per mile is thus 2.94d., giving a total running cost per

mile for these five items of 13.19d. at 600 miles per week.

The addition of standing costs and running costs gives the total operating cost. But because standing costs are calculated as a cost per week and running costs as a cost per mile, it is first necessary to know the likely average mileage per week before an operating cost per mile can be determined. It has already been assumed that the average weekly mileage will be 600, and the division of the standing cost per week of £28 5s. 3d. by this figure gives a standing cost per mile of 11.31d. Added to the running cost per mile of 13.19d. appropriate to this weekly mileage, the total operating cost per mile is therefore 24.50d. The corresponding cost per week is £61 5s.

In order to afford a more ready comparison, the 41-seater selected for the purpose of this example of probable operating costs will be of similar quality to the 31-seater, and again fitted with petrol engine. The initial outlay this time will be in the order of £3,085.

Because of the higher seating capacity the annual hackney carriage duty will be appropriately higher at £22 10s. But the appropriate proportion of p.s.v. licence fees will remain the same as with the 31-seater, so giving a total licence duty per year of £30 6s., the equivalent of 12s. 1d. per week.

Wages in respect of driver and conductor remain the same at a total of £21 18s. 4d. Incidentally, as with all commercial vehicles, the relationship between the wages content of the total operating cost and the vehicle capacity, whether passenger or goods, is one of the most significant factors in economic operation.

**B**ECAUSE the overall dimensions of both 31- and 41-seater will be similar, rent and rates in respect of garaging this larger vehicle remain the same at 15s. 9d. per week. The annual insurance premium, however, is increased to £115 16s. because of the higher initial outlay and seating capacity. The equivalent cost per week is therefore £2 6s. 4d.

Similarly, interest on the initial outlay is increased to the equivalent of £3 1s. 8d., giving a total for these five items of standing costs of £28 14s. 2d., still assuming, of course, single-shift working.

The average rate of fuel consumption for this 41-seater bus is reckoned at 7 m.p.g. with a resulting fuel cost per mile of 6.57d. Lubricants add 0.23d. and tyres 1.11d. per mile calculated on the same estimated mileage per set of 40,000, but with the cost per set increased to £185. Maintenance is reckoned a little higher at 3.50d. per mile.

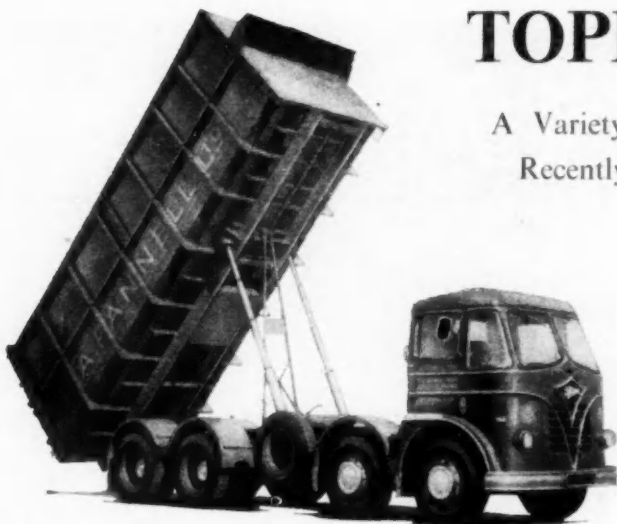
Adopting the same procedure as before, the balance to be written off as depreciation on this 41-seater is £2,590, with a resulting depreciation cost per mile of 3.11d., still assuming a vehicle mileage life of 200,000.

To facilitate comparison, it will again be assumed that the average weekly mileage is 600. The total for the five items of running costs is 14.52d. and, at this weekly mileage, standing cost per mile is 11.48d., giving a total operating cost per mile of 26.00d. Correspondingly, the total cost of operating this 41-seater 600 miles per week would therefore be £65. S.B.



# TOPICAL TIPPERS

A Variety of Vehicles  
Recently Delivered



(Above) Operated on refuse disposal to dumps outside London by A. Pannell, Ltd., of Golders Green, this tipper has a 20-cu.-yd. all-steel body with a removable 42-in. extension to provide for a total of 40 cu. yd. Supplied by Pilot Works, Ltd., of Bolton, it has Pilot F.10 tipping gear and stabilizer and is mounted on a Foden F.G. chassis of 11-ft. 10-in. wheelbase. The body is 22 ft. 2 in. long, with a 94-in. split vertical tail-door; the doors fold flat against the body, and there is a fixed 18-in. section above them.

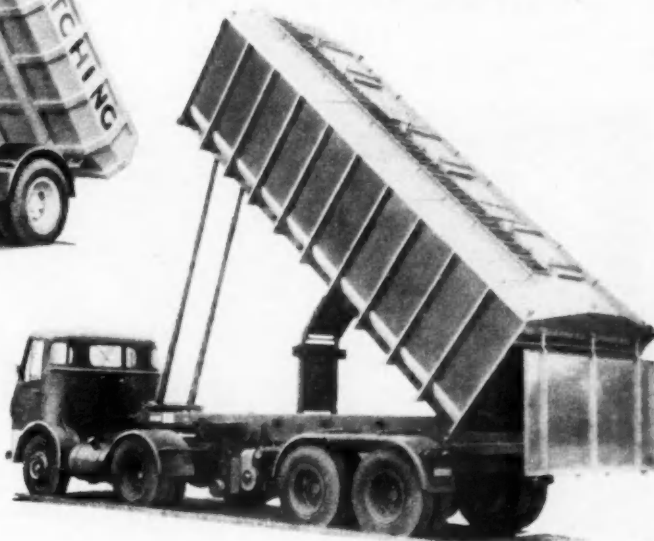


(Above, right) Supplied to Morley Bros., Loose Hall Farm, Hitcham, Suffolk, by O. G. Barnard and Sons, Ltd., of Stowmarket, this Dodge 7-tonner has a dual-purpose body for general and bulk work. Telehoist SL4 tipping gear is employed. As well as triple drop-sides the body has two tailboards, both swung top and bottom, one with a grain hatch, and an alloy floor. (Below) Supplied to A.E.C., Ltd., for quarry work in Spain, this vehicle has Edbro-B. and E. 15.DN dumper gear and all-steel dumper bodywork capable of tipping to an angle of 70 deg. Of 12-cu.-yd. capacity, it has a removable top section, and is mounted on an A.E.C. Mammoth Major dumper chassis.

Richard, Thomas and Baldwin, Ltd., of Swansea, made the body on this Thames Trader 11-ft. 6-in. wheelbase chassis; it has the new Ford five-speed gearbox and Edbro 4 LNX tipping gear. The vehicle was supplied to A. Kitching, of Crowle, Lines, by Lincolnshire Motor Co. (Scunthorpe), Ltd., who mounted the body.



(Right) One of two York tipping semi-trailers for Reryson Agencies, Ltd., Kingston, Jamaica, for bulk sugar transport. The 20-ton-capacity light-alloy body is 20 ft. long  $\times$  7 ft. 5 in. wide  $\times$  5 ft. 7 in. high internally. It is based on a York TY.17 tandem-axle tipper chassis and uses Pilot OV.15 tipping gear. A JAP two-cylindered petrol engine under the semi-trailer frame powers the independent hydraulic unit. A.E.C. Mandator V tractive units are employed.



# This 1½-ton Diesel is a Good All-rounder

**Economy and Performance Well Balanced in Commer Walk-Thru Van with 2.26-litre Diesel Engine**

By A. J. P. WILDING

**A**LTHOUGH not strictly comparable with the 2-ton van with the 3-litre petrol engine tested a month ago (*The Commercial Motor*, November 24, 1961), the Commer Walk-Thru 1½-ton van with the 2.26-litre, four-cylindere diesel engine tested was surprisingly similar in performance and handling qualities. I had expected the relatively small diesel engine to give a sluggish performance in comparison to the 3-litre petrol unit, even allowing for the reduction in gross vehicle weight, but this was not the case. There was, of course, more noise with the diesel engine but acceleration and pulling power were in no way lacking. Suspension on the two models is little different, so the stability and standard of ride on the 1½-tonner were of the same high order as found with the 2-tonner.

The van tested was described with the rest of the Walk-Thru range in our issue of October 13. From the accessibility and driver-comfort angles the remarks included in the road test report of the 2-ton van published on November 24 apply to the same degree. Because of the diesel



*Excellent forward visibility is a feature of the Commer Walk-Thru cab with its large windscreen and door window areas and low, sloping*

engine, the ignition switch is changed for a battery main switch which incorporates the control for the heater plugs and starter, but all other controls are the same.

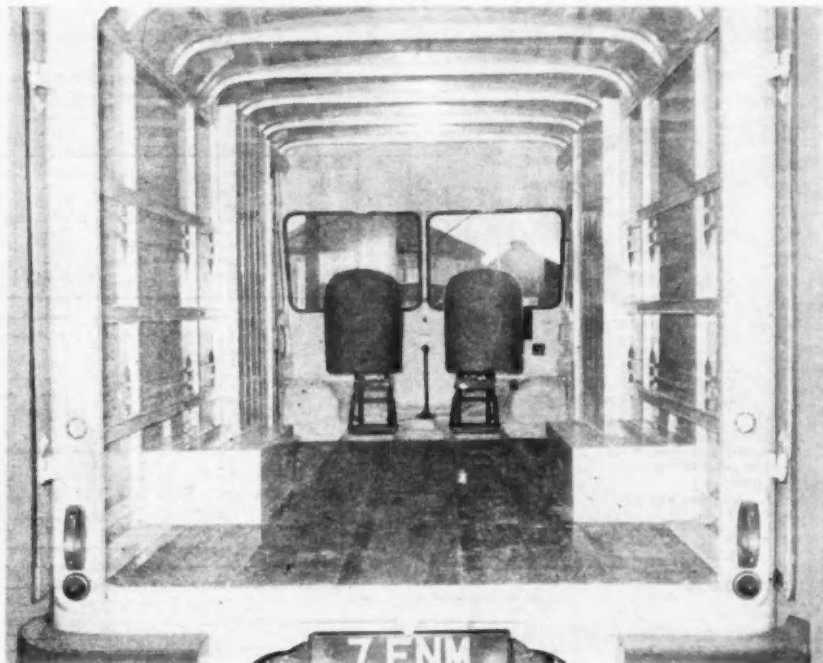
The 2.26-litre diesel engine is identical, except for minor alterations, with that available in the earlier design of Commer 1- and 1½-ton vans, which are still in production. Maximum net power output is 52.5 b.h.p. at 3,000 r.p.m. and maximum net torque is 100 lb.-ft. at 1,750 r.p.m. Transmission on all models in the Walk-Thru range is through the same design four-speed gearbox with synchromesh on the three higher ratios. Gear changing was reasonably easy and in fact it was possible to make a quicker change with the gearbox on the van tested than with that on the 2-tonner.

Optional equipment on the van was the same as on the 2-tonner except that only single heating equipment was fitted. Twin heaters are the optional fitting, but the single unit kept the interior adequately warm during the tests.

Unladen, the 1½-ton van weighed 2 tons 2 cwt. With a load of concrete blocks and sand-filled sacks weighing 1 ton 9½ cwt., and two passengers, the gross laden weight was 3 tons 16 cwt. The load was evenly distributed over the body floor and the weight distribution was 1 ton 9 cwt. over the front wheels and 2 tons 7 cwt. over the rears. As 7.50-16 (8-ply) tyres are fitted all round with single rears, this meant that



*The 1½-ton van handled well in traffic. Reversing was helped by windows of adequate size in the rear doors and well-positioned nearside and offside driving mirrors.*



design  
bonnet.



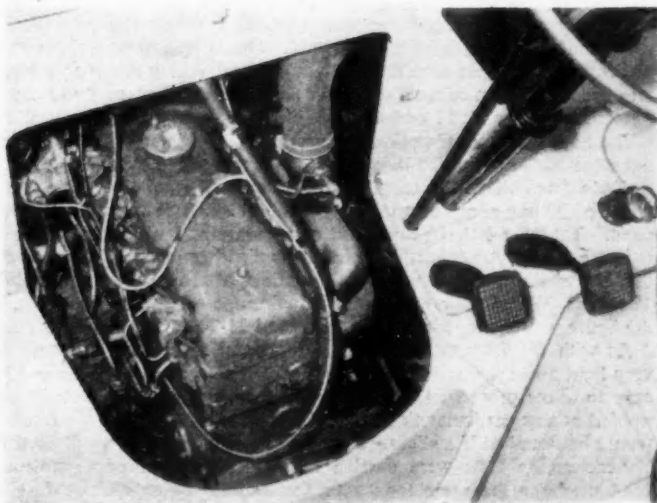
(Above) This interior view of the van body when empty gives a good idea of the loading facilities. Both seats are mounted on strong supports which hinge forward to give improved access to the load area from the side doors. (Left) The rear doors fold flat against the body side and are held in this position by strong catches. The low front step will be noted.

Although the interior engine cover protrudes only slightly into the driving area, good engine accessibility is given when it is removed.

while the front tyres were within their capacity by a total of  $11\frac{1}{2}$  cwt. the rear tyres were overladen by a total of  $6\frac{1}{2}$  cwt.

All the tests, except those for part-load and empty fuel consumption, were carried out at this weight. The seven runs intended to simulate delivery work and designed to get an idea of fuel consumption on this type of operation were carried out over the usual six-mile out-and-return run on the A6 between Barton and Clophill. During the tests there was a very strong and blustery wind blowing more or less from the West. As the Walk-Thru van body has such a large side and frontal area, this could have affected adversely the figures obtained. It would be impossible to estimate with any accuracy the actual effect, but it may have made a difference of between five and 10 per cent.

Because of the strong wind, a high-speed fuel consumption run on the M1 Motorway on the



## ROAD TEST No. 722/M181—COMMER 1½-TON DIESEL-ENGINED FORWARD-CONTROL VAN.



FIRING ORDER 1-3-2-4  
COMPRESSION RATIO 20:1  
VALVE CLEARANCE 0.012"

MODEL: Commer Walk-thru 1½-ton 10-ft. 3-in.-wheelbase forward-control van with standard 350-cu.-ft. all-steel body.

WEIGHTS:	Tons	cwt.	qr.
Unladen (kerb weight) ..	2	2	0
Payload ..	1	9	3
Driver, observer, etc. ..	4	1	
	3	16	0

## DISTRIBUTION:

Front ..	1	9	0
Rear ..	2	7	0

ENGINE: Bore 84.14 mm. (3.3125 in.); stroke 101.6 mm. (4.0 in.); piston-swept volume 2.26 litres (137.9 cu. in.); maximum net output 52.5 b.h.p. at 3,000 r.p.m.; R.A.C. rating 17.6 h.p.; maximum net torque 100 lb.-ft. at 1,750 r.p.m.

TRANSMISSION: Through 10-in.-diameter single-dry-plate clutch to Commer four-speed synchromesh gearbox thence by two-piece propeller shaft to the fully floating spiral-bevel rear axle.

GEAR RATIOS: 5.77, 3.029, 1.703 and 1 to 1 forward; reverse 6.985 to 1; rear-axle ratio 5.57 to 1.

BRAKES: Girling hydraulic system with two-leading-shoe units at all wheels. Single-pull hand brake linked mechanically to rear wheels only. Diameter of drums, front, 12 in., rear, 12 in.; width of linings, front, 2½ in., rear 2½ in.; total frictional area, 214 sq. in., that is, 56 sq. in. per ton gross weight as tested.

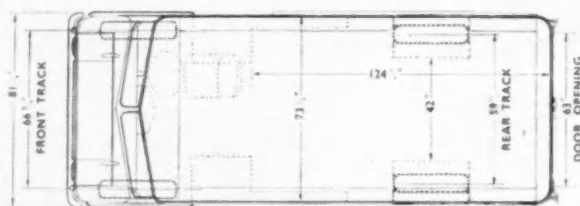
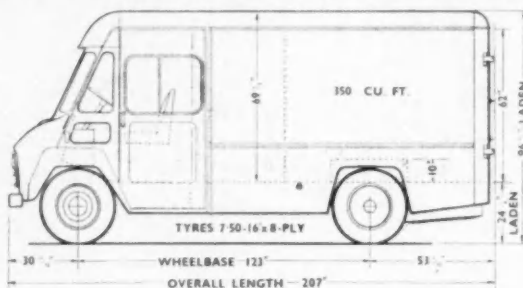
FRAME: Pressed-steel channel section with five cross-members riveted in position.

STEERING: Cam and peg: 3½ turns from lock to lock.

SUSPENSION: Semi-elliptic springs, with lever-type hydraulic dampers at both axles.

## FUEL CONSUMPTION ANALYSIS

Payload (cwt.)	Gross weight (tons)	Test	Average m.p.g.	Average m.p.g.	Gross ton-m.p.g.	Time-load-mileage factor
29.75	3.8	Non-stop, low speed	24	29.4	91.2	2,680
29.75	3.8	Non-stop, high speed	20	39	76	2,964
29.75	3.8	One stop per mile	22.5	24.3	85.4	2,070
29.75	3.8	Four stops per mile	17.5	20.5	66.5	1,361
14.75	3.05	Non-stop	26.5	29.4	80.9	2,380
14.75	3.05	One stop per mile	25.5	28	77.8	2,175
14.75	3.05	Four stops per mile	19.2	20.6	58.5	1,202
Nil	2.3125	Non-stop	29.5	29.5	68.2	2,012



ELECTRICAL: 12v. compensated-voltage-control system with 115-amp.-hr. batteries.

FUEL CONSUMPTION: See separate panel for detailed results.

TANK CAPACITY: 10 gal. non-stop fully laden, range approximately 240 miles.

ACCELERATION: Through gears, 0-20 m.p.h., 9.0 sec.; 0-30 m.p.h., 19.0 sec.; 0-40 m.p.h., 40.0 sec.; direct drive, 10-20 m.p.h., 17 sec.; 10-30 m.p.h., 31 sec.; 10-40 m.p.h., 56 sec.

BRAKING (wet asphalt): From 20 m.p.h., 20.2 ft. (21.2 ft. per sec. per sec.); from 30 m.p.h., 47.0 ft. (20.5 ft. per sec. per sec.).

WEIGHT RATIO: 0.69 b.h.p. per cwt. gross weight as tested.

FORWARD VISIBILITY: To within 7 ft. of front bumper at ground level on centre line.

TURNING CIRCLES: 43.9 ft. left lock, 46 ft. right lock. Swept circles: 46.4 ft. left lock, 48.5 ft. right lock.

MAKERS: Commer Cars, Ltd., Luton, Beds.

first day of the tests had to be abandoned, although the maximum speeds in the four gears were checked. The maximum speed in top was 50 m.p.h. (allowing for a 5 per cent. inaccuracy of the speedometer at this speed) at which the van handled well in spite of the wind. The speedometer was found to be 2 per cent. fast at 30 m.p.h. and, taking this into account, the maximum speeds in the three lower gears were found to be 31, 17 and 8 m.p.h.

The high-speed consumption run was completed later on the same 10.6-mile stretch that the 2-tonner was tested over—South from the A505 to the A4147 junctions—and the figure of 20 m.p.g. at an average speed of 39 m.p.h. is very good. Taking all the factors into consideration, I would estimate the consumption likely to be obtained on general delivery work in reasonable traffic conditions at around 25-28 m.p.g. Where there is a great deal of traffic congestion the figure would very likely drop to around 21-24 m.p.g.

As with the 2-tonner, the accelerator pedal spring was very light and there was little "feel" with it so that it was easy to allow more fuel to be supplied than was actually needed at any particular time. I feel that improved figures would be obtained if a slightly stronger spring was fitted.

Acceleration tests were carried out on the stretch of road used for the same tests with the 2-tonner—just off

the A6 near the start of the fuel-consumption runs. These tests were also completed on a different day to the consumption tests because of the high wind. The times obtained for both acceleration through the gears and in top gear from 10 m.p.h. were reasonably good and compare favourably with results on tests of other vehicles of a similar type and capacity.

Braking tests were also completed on the same road as those for acceleration. Unfortunately, on both the days that tests were carried out, the road surface was wet and therefore far from ideal for brake testing. The van was completely stable under crash-stop conditions, in spite of the fact that the tyres slid over the wet road with all wheels locked for the major part of the actual stopping distances.

Considering the conditions, the braking figures obtained—47 ft. from 30 m.p.h. and 20.2 ft. from 20 m.p.h.—were very good. Maximum deceleration as shown by a Tapley meter were 79 per cent. from 20 m.p.h. and 75 per cent. from 30 m.p.h. Hand-brake efficiency was above average at 40 per cent.

Bison Hill was again used for the hill-performance tests. It is three-quarters of a mile in length, has an average gradient of 1 in 10½ and a maximum gradient of 1 in 6½. A fast maximum-power ascent of the hill was completed



in 3 minutes 16 seconds. First gear was needed on the steepest section, being engaged for 20 seconds with the speed falling to a minimum of 8 m.p.h. during this time. Ambient temperature for the test was 44°F. and the temperature of the radiator top tank increased by 15°F. on the climb.

The usual procedure for the assessment of brake-fade characteristics was adopted on the run down the hill. The main part of the descent was made in neutral with the footbrake applied to keep the speed around 20 m.p.h., and where the gradient is less steep towards the bottom, top gear was engaged and full throttle applied with the brakes still on to keep the speed still at 20 m.p.h. Total time for the descent was 2 mins. 35 secs. with 35 seconds spent in top gear.

A full-pressure stop from 20 m.p.h. at the end of the run gave a Tapley-meter reading of 73 per cent.—some 6 per cent. less than with cold drums. There was a small increase in the amount of pedal travel indicating that the slight fade was due to brake drum expansion.

On a second run up the hill, the van was stopped on the 1-in-6½ section, and an easy restart was made in bottom gear. When facing down the hill an equally easy restart was made in reverse gear.

No maintenance tests were carried out on the van tested

because the similarity of the engine installation meant that there will be little difference in the times for comparable tasks between this and the 2-tonner tested earlier and on which a full routine-maintenance test was completed. As far as accessibility with the 2.26-litre diesel engine is concerned, the injection pump, injectors, fuel lift pump and filter are well placed and easy to reach.

In the test report on the 2-tonner, I said that no starting handle is supplied when the 3-litre engine is fitted. While this is so in standard form, I understand that equipment for hand starting—a starter dog, starting handle and guide bracket—is available as an option on all Walk-Thru models except the 3-tonner fitted with the Perkins 4.203 engine.

Excluding the various items of optional equipment fitted, the 1½-ton Walk-Thru van with the 2.26-litre diesel engine tested is priced at £952, £120 more than when the four-cylindred petrol engine of the same capacity is fitted. The price of the 2-tonner with the 3-litre petrol engine tested previously is in fact £5 cheaper at £947. The decision as to which of the wide range of Walk-Thru models to specify will depend entirely on the type of operation on which the vehicle is to be used. Where relatively high mileages are the rule without a great deal of traffic congestion, the fuel economy of the diesel engine will be of the greatest advantage.

## New Equipment and Publications

### Fluids into Lines

A DEVICE to permit the injection of fluids into a water line regardless of pressure and without any pumps or similar equipment is now marketed by Booth Patents, Ltd., Much Park Street, Coventry. It is known as the RinsOmatic Mk. II Dispenser and can be used with all types of plant which require such things as detergents to be injected into a water line. These include vehicle washing and dairy plant.

The unit can be refilled by hand or can be arranged to recharge itself automatically from tanks or drums. Suitable mixture proportions for all requirements can be supplied.

Models for a variety of purposes are available and the price of the basic unit is £10.

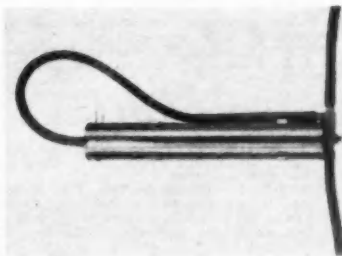
### Vehicle Fluorescent Lighting

A SELF-CONTAINED, transistorized fluorescent light unit which can be operated from a vehicle battery has been introduced by Lab-Craft, Ltd., 83 Ilford Lane, Ilford, Essex. It is said to be simple to install and to have the low current consumption of 2 amps.

Standard 2-ft., 20-w. fluorescent tubes are used. The casing is of aluminium and the lamp holders are resiliently mounted to protect them against vibration damage.



(Left) Lab-Craft, Ltd., now make this self-contained fluorescent light unit suitable for use on vehicles.



The RinsOmatic Mk. II Dispenser shown fitted in a water line.

Overall length of each unit is 2 ft 3 in. and the weight is 3 lb. complete. Models suitable for 12-v. and 24-v. circuits are made.

### Hand-operated Lift Truck

A NEW hydraulically operated lift truck is being produced by The Polymathic Engineering Co., Ltd., Tamworth, Staffs. It is called the Polymathic Coolie and has a capacity of 10 cwt. at a maximum clearance height of 4 ft. 6 in. The truck is manoeuvred manually.

Three attachments are available with the unit. These are fork lift arms with a

1 ft. 8 in. reach, a steel platform measuring 1 ft. 8 in. by 1 ft. 6 in. and a jib arm 2 ft. 6 in. long. The load limit with the jib arm is 3 cwt.

Overall dimensions of the Coolie are 3 ft. 6 in. long by 2 ft. 3¼ in. wide and 6 ft. high. All four wheels are 4 in. diameter.

It is said that the standard model can be adapted to suit individual requirements as there are a number of hydraulic pumps, wheels and other parts which can be incorporated.

The ex-works price of the unit is £82.

### H. P. Explained

IN order that hire purchase may be used in the best way, the Finance Houses Association, 14 Queen Anne's Gate, London, S.W.1, has produced a leaflet on the subject. Copies can be obtained on application to the association.



(Right) The Polymathic Coolie shown in use in a machine shop.

## Expansion Trends in Haulage

## Large Switches in Two Areas

THE Northern publication contains a large number of licence "switches" as well as several straight additions. Heavy hauliers, Sunter Brothers, of Northallerton, ask to add several articulated units to their A licence, whilst J. and W. Watt (Carlisle), seek to add two platform vehicles to their A licence. Several C licence operators, concerned with the haulage of petroleum products, seek B licences.

Another area in which there are many contract transfers is the East Midlands.

Contract A and C licence operators seeking ordinary carrier's licences are listed below:—

**Contract A to A lic:** **Northern:** Sunter Brothers, Northallerton. **Western:** North Devon Carriers, Ltd., Bratton

## YORKSHIRE

## Applications

Y 6/12/1.—**W. Tordoff**, Siddal, new A lic., 1 veh. (310). Fruit and vegetables. Lincolnshire and Liverpool.

Y 6/12/2.—**Stanley S. Hyde**, Ltd., Bingley, A var., add 3 vehs. (240).

Y 6/12/3.—**Myatts Transport**, Ltd., Cudworth, A var., add 2 arts. (150).

Y 6/12/4.—**J. Petroviak**, East Ardsley, A var., delete 1 veh. (710). Add 2 arts. (80). 1 art. tractor (310). 1 art. tractor (20). 2 art. tris. (210).

Y 6/12/5.—**Harold Wood and Sons**, Ltd., Heckmondwike, A var., add 1 veh. (910).

Y 6/12/6.—**A. E. Sedgwick**, Ashover, new B lic., 1 veh. (510). Fuel and colliery timber for D. M. Stevenson and Co., Ltd., Birmingham, as required. (If granted Contract A lic. will be surrendered.)

Y 6/12/7.—**A. Atkins**, Burnley-in-Wharfedale, new B lic., 1 veh. (210). G.g. within 25 miles.

Y 6/12/8.—**S. P. Sanders** (Hauliers), Ltd., Castleford, new B lic., 7 vehs. (2810). Coal and coke for the National Coal Board, No. 8 Area, within 80 miles, and for George Cooper and Sons (Coal), Ltd., Pocklington, within 80 miles and occasionally to South Wales. (If granted Contract A lic. will be surrendered.)

Y 6/12/9.—**Simmonds and Jackson**, Harrogate, new B lic., 1 veh. (20). Removal of miscellaneous items and furniture to and from auction room within 30 miles.

Y 6/12/10.—**Hollings and Spencer**, Ltd., Kettleigh, new B lic., 1 veh. (410). Building mats, and coal within 50 miles.

## EAST MIDLAND

## Applications

EM 13/12/1.—**N. Fairbrother**, Hartshorne, new B lic., 2 vehs. (131 190). Fuel and colliery timber to be carried on the instructions of D. M. Stevenson and Co., Ltd., within 150 miles. (If granted Contract A lic. will be surrendered.)

WM 13/12/2.—**R. J. Ross**, Mansfield, new B lic., 1 veh. (410). Sand and gravel for Hovingham Gravel, Ltd., as required. (If granted, Contract A lic. will be surrendered.)

EM 13/12/3.—**R. P. Pickering**, Newhall, new B lic., 2 vehs. (101 170). Fuel and colliery timber to be carried on the instructions of D. M. Stevenson and Co., Ltd., as required. (If granted, Contract A lic. will be surrendered.)

WM 13/12/4.—**Forze Garage**, Ollerton, new B lic., 5 vehs. (201 170). Agric. produce, building mats, coal and by-products within 50 miles.

WM 13/12/5.—**Thomas Kerr and Co.**, Ripley, new B lic., 1 veh. (51 170). Fuel and colliery timber to be carried on the instructions of D. M. Stevenson and Co., Ltd., as required. (If granted, Contract A lic. will be surrendered.)

WM 13/12/6.—**H. Shaw** (Haulage), Ltd., Stapleford, new B lic., 8 vehs. (521 180). Fuel and colliery timber to be carried on the instructions of D. M. Stevenson and Co., Ltd. (If granted, Contract A lic. will be surrendered.)

WM 13/12/7.—**E. H. Pickering**, Woodville, new B lic., 2 vehs. (171 140). Fuel and colliery timber to be carried on the instructions of D. M. Stevenson and Co., Ltd., as required. (If granted, Contract A lic. will be surrendered.)

WM 13/12/8.—**C. P. Marshall** (Scunthorpe), Ltd., Ashbyville, B var., add 1 veh. (100). Petroleum products and bulk liquids within 150 miles to customers where there are no direct rail connections.

WM 13/12/9.—**Securicore** (Southern), Ltd., Headington, B var., add 2 vehs. (31 40) armoured vans. Cash and valuables within 15 miles.

c12

Fleming. **Metropolitan:** Mead Bros. (Kingsbury), Ltd., Kenton.

**Contract A to B lic:** **Northern:** Nitrogen Sprays, Ltd., Carlisle; A. Hanson, Darlington. **East Midlands:** N. Fairbrother, Hartshorne; R. J. Ross, Mansfield; R. P. Pickering, Newhall; Thomas Kerr and Co., Ripley; H. Shaw (Haulage), Ltd.; E. H. Pickering, Newhall. **Yorkshire:** A. E. Sedgwick, Ashover; S. P. Sanders (Hauliers), Castleford. **Western:** F. Tucker, Exeter.

**C lic. to B lic:** **Northern:** Northern Farmers' Trading Association, Ltd., Alnwick, Berwick-on-Tweed, and Choppington; Durham Petroleum Distributors, Ltd., Darlington; Broombys, Ltd., Milnthorpe. **Western:** R. C. Smith, Ltd., Bristol; M. C. Cullimore, Stroud.

WM 13/12/10.—**Robin Hood Transport**, Ltd., Nottingham, B var., add 1 veh. (410). To be used only when any other authorized veh. is withdrawn from service for overhaul or repair.

WM 13/12/11.—**L. and J. Carr**, Underwood, B var., add 1 veh. (41 110). For use only when any other authorized veh. is withdrawn from service for overhaul or repair.

## WEST MIDLAND

## Applications

WM 14/12/1.—**Guymer's** (Transport), Ltd., Walsall, A var., add 1 veh. (310) and 1 art. (610). To be used as substitute veh. when authorized veh. is undergoing repair or maintenance.

WM 14/12/2.—**Great Barr Haulage**, Birmingham, new B lic., 1 veh. (410). Builders' mats, and plant, within 25 miles.

WM 14/12/3.—**D. M. Benfield**, Worcester, new B lic., 1 T. (410). Road-making mats, on behalf of Limmer and Trinidad Lake Asphalt Co., Ltd., within 25 miles.

WM 14/12/4.—**Securicore** (Midlands), Ltd., Worcester, new B lic., 3 vehs. (510). Cash and valuables within 15 miles.

WM 14/12/5.—**Granary Haulage**, Ltd., Burton-on-Trent, B var., add 19 vehs. (6110) and 5 veh. (1710) to be hired. Foodstuffs (animal and human), fertilizers, engineering equipment, building mats, for English Grain Co., Ltd., and its associated companies, as follows: Trent Yeast Extract Co., Ltd., Graham Dene, Ltd., Trent Building and Industrial Maintenance Co., Ltd., Holle Baby Foods Co., Ltd., Maxicrop, Ltd., Castle Donnington Concrete, Ltd., and A. V. Matlock, Ltd.

WM 14/12/6.—**W. E. and J. E. Howard**, Burton-on-Trent, B var., 1 T. (610). Fuel and colliery timber to be carried on the instructions of D. M. Stevenson and Co., Ltd.

WM 14/12/7.—**Lloyd's Motorways**, Ltd., Oldbury, B var., add 1 art. (60). G.g. within 25 miles.

## NORTHERN

## Applications

N 12/12/1.—**J. and W. Watt**, Ltd., Carlisle, A var., add 2 vehs. (80).

N 12/12/2.—**Sunter Bros.**, Ltd., Northallerton, A var., add 5 arts. (521 190). (Subject to the grant, one veh. will be surrendered from Contract A lic.)

N 12/12/3.—**Northern Farmers' Trading Association**, Ltd., Alnwick, new B lic., 1 veh. (41 20) (tank/crate). Esso fuel oil and lubricants within 10 miles. (Vehs. at present specified in C lic.)

N 12/12/4.—**Northern Farmers' Trading Association**, Ltd., Berwick-on-Tweed, new B lic., 2 vehs. (81 40) (tankers). Esso fuel oil and lubricants within 17 miles. (Vehs. at present specified in C lic.)

N 12/12/5.—**J. B. Baker**, Blyth, new B lic., 1 veh. (110) (Land Rover). Caravan towing, anywhere.

N 12/12/6.—**Nitrogen Sprays**, Ltd., Carlisle, new B lic., 1 veh. (410) (bulk transporter). (Subject to grant, Contract A lic. will be surrendered.)

N 12/12/7.—**Northern Farmers' Trading Association**, Ltd., Choppington, new B lic., 2 vehs. (80) (tank/crates). Esso fuel oil and lubricants within 17 miles. (Vehs. at present specified in C lic.)

N 12/12/8.—**Durham Petroleum Distributors**, Ltd., Darlington, new B lic., 6 vehs. (241 10) (tankers). Petroleum products for Esso Petroleum Co., 40 miles. (Vehs. at present specified in C lic.)

N 12/12/9.—**A. Hanson**, Darlington, new B lic., 1 veh. (21 190) (van). Coal and coke within 25 miles. (Veh. at present specified in Contract A lic.)

N 12/12/10.—**Northern Farmers' Trading Association**, Ltd., Hexham, new B lic., 2 vehs. (81 40). Esso fuel oil and lubricants within 14 miles.

**CONTRACTIONS:** add, additional; agric., agricultural; art., articulated unit; c, cwt.; g.g., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-ldr., low-loader; mats., materials; N.U., normal user; S.T., special type; t, tons; T, tipper; trl., trailer; var., variation; wh., wheels.

N 12/12/11.—**Broombys**, Ltd., Milnthorpe, new B lic., 5 vehs. (161 170). Petroleum products for Esso Petroleum within 45 miles. (Vehs. at present specified in C lic.)

N 12/12/12.—**Road Haulage** (Morpeth), Ltd., B var., add 4 T. (101 170).

N 12/12/13.—**A. W. McDonnell** (Jnr.), Wheatley Hill, B var., add 1 T. (310).

## WESTERN

## Applications

W 12/12/1.—**North Devon Carriers**, Ltd., Bratton Fleming, A var., add 1 veh. (31 70). G.g., within 80 miles. (Veh. at present specified in Contract A lic. which will be surrendered.)

W 12/12/2.—**W. S. Bugler**, Bridport, new B lic., 1 veh. (10). G.g. within 25 miles.

W 12/12/3.—**R. C. Smith**, Ltd., Patchway, new B lic., 1 T. (31 160). Building mats, within 50 miles. (Veh. at present specified in C lic.)

W 12/12/4.—**F. Tucker**, Exeter, B var., add 5 T. (151 80). Goods for the Western Counties Brick Co., Ltd., and associated companies, any distance, other goods within 15 miles. (Vehs. at present specified in Contract A lic.)

W 12/12/5.—**J. H. Kemp**, Helston, B var., add 1 T. (31 120). Building mats, in Cornwall; other goods within 20 miles; crushed stone from Dean within 250 miles.

W 12/12/6.—**W. Smith Carriers** (Mid-Somerset), Ltd., B var., add 1 veh. (31 80). Parces and g.g. within 25 miles.

W 12/12/7.—**M. C. Cullimore**, Stroud, B var., add 2 T. (171 120). Goods for Moreton C. Cullimore (Gravels), Ltd., any distance; muck and site clearance for customers of Moreton C. Cullimore (Gravels), Ltd., and lean mixed and ready mixed concrete, any distance. (Vehs. at present specified in C lic. (Hiring Allowances).)

## METROPOLITAN

## Applications

M 14/12/1.—**F. G. Bowman**, N.W.5, new A lic., 3 vehs. (91 60). Bones from London to Doncaster and g.g. on return.

M 14/12/2.—**L. W. Ballard Transport** (Twickenham), Ltd., A var., add 2 vehs. (80). G.g. G.B.

M 14/12/3.—**F. J. Hope** (Transport), Bedford, A var., add 4 arts. (401) (semi-low-ldr.). G.g. and indivisible loads, G.B.

M 14/12/4.—**Mead Bros.** (Kingsbury), Ltd., Kenton, A var., add 3 art. (141) and 2 vehs. (51 170). G.g., London, Home Counties, Midlands, Lancashire and Yorkshire. (If granted, Contract A lic. will be surrendered.)

M 14/12/5.—**J. R. Street and Sons**, Ltd., Hertford, A var., add 1 veh. (11 20). G.g. G.B.

M 14/12/6.—**D.A.C. Air Services**, Ltd., Hounslow, new B lic., 2 vehs. (210). Air freight (imported and exported) within 20 miles of London Airport and diversionary airports, Gatwick and Southend within 20 miles of London Airport.

M 14/12/7.—**J. Eastgate**, Billericay, new B lic., 1 veh. (11 20). General light goods within 250 miles.

M 14/12/8.—**R. List**, Guildford, new B lic., 1 veh. (41 190). Forestry products (peat, cordwood, moss, turnery poles, brushwood, etc.) within 50 miles; mining timber, sawn by the applicant, to coal mines in South Wales, the East Midlands and South East within 160 miles, all for the Economic Forests Group.

M 14/12/9.—**Unilever**, Ltd., Redhill, new B lic., 6 vehs. (211 40). Distribution of consumer goods from Salfords and any goods returned to warehouse within 40 miles.

M 14/12/10.—**Unilever**, Ltd., Chesham, new B lic., 5 vehs. (171 20). Distribution of consumer goods from Chesham and any goods returned to warehouse within 50 miles.

M 14/12/11.—**Unilever**, Ltd., E1, new B lic., 1 veh. (21 10). Distribution of consumer goods from Wapping and any goods returned to warehouse within 15 miles.

M 14/12/12.—**Unilever**, Ltd., Woking, new B lic., 4 vehs. (131 30). Distribution of consumer goods from Woking and any goods returned to warehouse from within 25 miles.

M 14/12/13.—**S. Wyatt-Earp**, N.W.10, new B lic., 1 veh. (11 40). Furniture removals, green-groceries and refrigerators, within 30 miles.

M 14/12/14.—**Merrall's Transport**, Ltd., Egham, B var., add 1 veh. (60). Bitumen and paint in drums and returned empty drums for Bitumen Industries, Ltd., British Bitumen Emulsions, Ltd., and Drum Laundry Services, Ltd., and timber buildings for Blacknell Buildings, Ltd., within 500 miles.

M 14/12/15.—**J. R. Street and Sons**, Ltd., Hertford, B var., add 1 veh. (31 40). To replace any veh. specified on A or B lic. whilst undergoing repair or major overhaul.

Letters to the Editor

## Sales Attitudes—Then and Now

I HOPE my observations of 40 years ago on selling and servicing commercial vehicles will be of interest to newly appointed dealers who, due to the ever-increasing demand for such vehicles combined with the tendency of manufacturers to reduce dealership territories by making additional representation, have been made dealers. In many cases this has caused the said dealers to engage extra "car-cum-commercial salesman." This I consider very unwise, as an enthusiastic car salesman without sufficient knowledge of either vehicle or requirements will sell an unsuitable machine for the purpose specified and jeopardize future sales.

Forty years ago when there were not so many dealers, a salesman was a trained engineer who had served a full apprenticeship with the manufacturer of the particular vehicle, and he always obtained full details from his prospective customer as to the use to which the vehicle would be put, including routes and gradients and other data before quoting for the suitable machine.

I remember one instance many years ago when a 5-ton chain-driven lorry was delivered to a customer in a hilly area and, as the gradients in the locality where the vehicle would operate were unknown, three pairs of alternative chain sprockets and spare chain links were sent with the vehicle. On arrival at customer's premises the driver/mechanic spent two or three days testing the vehicle fully loaded on the routes and changed sprockets to give most suitable ratio for that area, taking back with him the unused parts. Result, a very satisfied customer and repeat orders. The same applies to service buses supplied to a congested, hilly area in Wales.

I am amazed to find today a salesman will sell, say, a 7-ton lorry, and does not know what goods will be carried, or if motorways will be used. (Two-speed axles, power steering and braking equipment not mentioned.) A skilled salesman should be able to visualize a customer's require-

ments and suggest special features in body design, etc., to facilitate loading and so on.

With regard to after-sales service, nearly 40 years ago I initiated a system of inspecting engineers calling periodically on all customers, tuning up their vehicles and generally giving advice. This procedure paid handsome results.

Every effort was made to keep vehicles on the road at all costs during their normal working hours. Today there is far too much "We are very busy, you can bring in your vehicle next week," with the result that a repeat order is lost and the particular vehicle gets a bad name because it was off the road unnecessarily.

"VETERAN."

### 180 Degrees Out

WE operate a large number of Commer light diesels (4-cylinder with D.P.A. pump) and quite by accident one of our fitters managed to fit a D.P.A. unit 180° out by timing it from No. 4 cylinder instead of No. 1. This wasn't found out until after overhaul when it was road tested, and performance was not quite up to par. The chargehand checked the timing and found it was, as stated, 180° out of correct timing (early or late as you care to call it). Needless to say this caused quite a debate and argument among the fitters, the general opinion being that an engine would not run with the injection pump in this relationship. To prove it, the chargehand got another identical vehicle (in poorish condition), turned the D.P.A. pump 180° and, to the surprise of the "Doubting Thomases" it ran, and ran well at that!

Have any of your readers experienced any similar case?

Barnwood Road,  
Gloucester.

A. PRATT, M.I.I.S.,  
Assistant Manager,

Transport and Refrigeration Dept.,  
T. Wall and Sons (Ice Cream), Ltd.

## Report on Development of Fuel Cells

RESEARCH into the development of hovercraft and fuel cells formed a major part of the work of the National Research Development Corporation during the year ended June 30, 1961. This was stated in the annual report of the Corporation published last week.

Speaking of the work on fuel cells, the report stated: "For some time it was evident to us that a research and development effort of a major order would be required before fully engineered, marketable fuel cells could be in production, and that industry's participation in that effort would be vital. We have, therefore, been working intensively to secure such participation. We are pleased to report that three important British firms have decided with the Corporation to establish a new company for fuel cell research, development and manufacture."

The Corporation had been concerned during the year with two types of cell—the hydrogen/oxygen cell sometimes known as the Hydrox cell, developed by Mr. Francis Bacon, and the high temperature cell under development at the Sonders Place Research Institute, known as the Carbox cell. This was capable of consuming carbonaceous and hydrocarbon fuels. The programme of work on the hydrogen/oxygen cell had been completed. The programme of work at the Sonders Place Research Institute on the

high temperature cell had been arranged so as to be complementary to similar programmes in the United States.

On the subject of hovercraft, the report said that five different vehicles embodying the Hovercraft principle would be undergoing trials over the next few months. The project was proceeding rapidly and, as a detailed review of the year's progress in the June 30, 1961, would be of little topical value today, only a summary of the position at that date was included.

The report said: "This is a project the potentialities of which will be realized only after some years. It is considered, however, that the possible applications for hovercraft, particularly in overseas markets, are such as to justify a United Kingdom effort now and in the immediate future which will ensure the widest possible markets for British industry."

At the end of the year 30 potential development projects were under assessment. Three others that concern road transport are: an infinitely variable-speed gear (contracts were placed for the design of an improved unit and for the testing of six prototypes); a regenerative mechanical transmission system which stored in a flywheel energy lost during braking (data accumulated in tests were being analysed); and variable-speed electric motors.

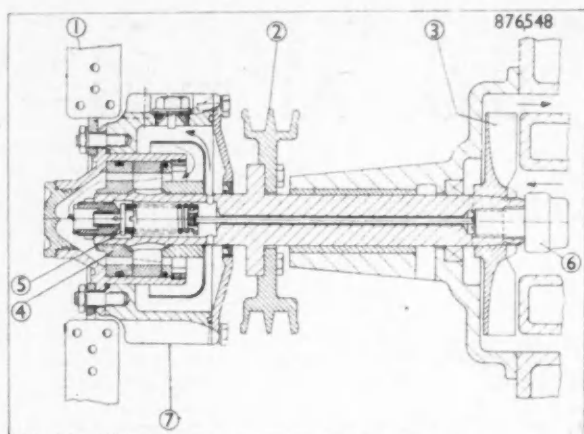
## Thermostatic Fan Drive

**A**UTOMATIC regulation of cooling-water temperature is the aim of a scheme shown in patent No. 876,548. An increase in water temperature increases the fan speed and vice versa, (Süddeutsche Kùhlerfabrik Julius Fr. Behr, 5 Mauserstrasse, Stuttgart-Feuerbach, Germany.)

The drawing shows the fan (1) which is initially driven by the pulleys (2). The same spindle is also used to drive the water pump (3).

The spindle carries the rotor (4) of a vane-type pump and the eccentric ring thereof is fixed to the fan assembly. If the pump be hydraulically locked, then a straight-through drive is transmitted from spindle to fan. If the pump output be by-passed, then no drive at all is transmitted.

Control of the pump output is given by a valve (5). This connects the inflow and outflow ports. The valve is moved by a rod connected to a thermostatic capsule (6) immersed in the cooling water; the tem-



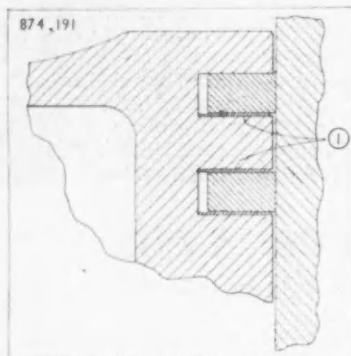
perature of which opens or closes the valve as required.

Because the oil in the hydraulic unit

is heated when slip occurs, it is circulated around the periphery of the housing (7) on which external fins are provided.

### MORE DURABLE PISTON RINGS

**C**HRONIUM-PLATED piston rings have been used to minimize corrosion caused by sulphur in diesel fuel, but the plated deposits tend to break up when the ring is expanded for placing in position. Such are the views expressed in patent No. 874,191, which shows an improved scheme in which the piston-



ring grooves are plated rather than the rings. (California Research Corp., 200 Bush Street, San Francisco 4, California, U.S.A.)

It is suggested that the hard chromium layer is deposited on the horizontal faces of the ring grooves as shown at 1. The thickness of the deposit is from .003 to .010 in. The rings are preferably made from an alloy having resistance to corrosion. The scheme may also be used to build up worn pistons.

### DAIMLER SUSPENSION SYSTEM

**P**ATENT No. 873,877 comes from Daimler-Benz A.G., Stuttgart-Unterturkheim, Germany, and shows a suspension arrangement in which a rigid axle is attached to the frame on a central horizontal pivot. The resilient members are helical springs, and all the joints are self-lubricating.

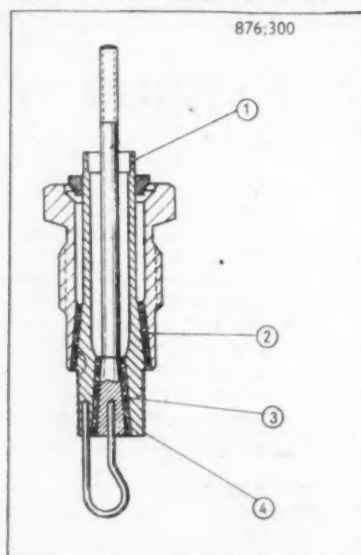
c14

### BETTER GLOW-PLUGS

**D**IFFICULTIES in the manufacture of insulating material for glow-plugs are mentioned in patent No. 876,300 which proceeds to describe an improved material and method. (Robert Bosch G.m.b.H., 4 Breitscheidstrasse, Stuttgart, W. Germany.)

The central electrode forms one terminal, and a tubular member (1) the other, the filament being connected across them.

Both electrodes are insulated from their surroundings by layers shown in dotted lines at 2 and 3. These consist of a sprayed-on coating of ceramic material which is then fired. This provides the



actual insulation, but to ensure gas-tightness a softer material, such as talc, is applied on top of the ceramic. This, when pressed into assembly, can deform to accommodate irregularities and so create a seal.

The ceramic is also applied to the exposed portion (4) where it prevents combustion products adhering.

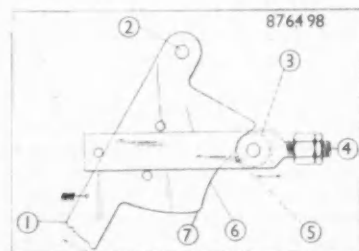
### DISC BRAKE IMPROVEMENTS

**P**ATENT No. 874,614 refers to hydraulically operated disc brakes and deals with a means of maintaining a constant clearance between pads and disc. References are made to other patents dealing with clutches. The patentee is Regie Nationale Des Usines Renault, 8/10 Avenue Emile Zola, Billancourt, France.

### VARIABLE RATIO BRAKE LEVER

**A** LEVER mechanism which gives increasing mechanical advantage with movement is shown in patent No. 876,498. It is intended mainly for use in the linkage of a foot-brake. (N. Powrie and D. Rogan, 25 Alexandria Street, Sandringham, Johannesburg, South Africa.)

The pedal is attached to a lever (1) which is pivoted about the point (2). The



lever pushes against a roller (3) attached to the brake rod (4).

At the start of the stroke, the cam first forces the roller over a hump (5), an action which takes up slack rapidly. Thereafter, the slope (6) is shaped so as to give a progressively diminishing ratio. The ratio may rise again at the extreme tip (7) to permit a pumping action when used with hydraulic brakes.



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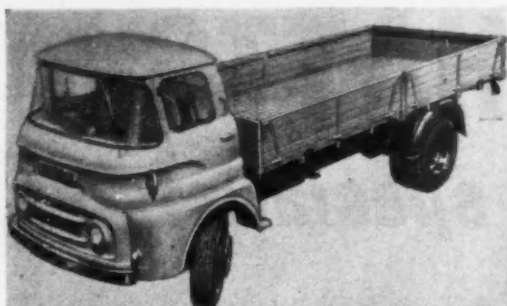
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## INDEX TO HEADINGS

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## NEW GOODS VEHICLES FOR SALE

## USED PASSENGER VEHICLES FOR

## SALE AND WANTED

## NEW PASSENGER VEHICLES FOR SALE

## MISCELLANEOUS VEHICLES FOR SALE

## AND WANTED

## SPARE PARTS AND SUPPLIES

## MISCELLANEOUS ADVERTISEMENTS

Page 21

" 34

" 37

" 41

" 41

" 44

" 50

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**1960** BEDFORD 5-ton truck, C.K. model diesel engine, red and black heater, one owner, £895.  
**1959** BEDFORD 7-ton truck, 300 diesel engine, 2-speed rear axle, one owner, low mileage, £895.  
**1957** BEDFORD 7-ton truck, Comet powered repainted red, immaculate, £575.  
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**1959** BEDFORD 7-ton T.J. tipper, new 300 diesel engine, 5-speed box, 10-yd. metal body, £845.  
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- 1957** BEDFORD 6-ton forward-control 132-in.-wheelbase drop-side lorry (14 ft.) with 300-cu.-in. 6-cylinder diesel engine, dual green, £525.  
**LEE MOTORS**, 674-680 Wimborne Rd., Bournemouth, Phone, Winton 3. 940-32

**1959** BEDFORD J-type tipper, with extension sides, 2-speed axle, choice of eight.  
**CENTRAL GARAGE (UPPINGHAM), LTD.**, Ayston Rd., Uppingham, Rutland. Phone, Uppingham 3296-7-8. 940-54

- 1956** BEDFORD 5-type tractor unit, Scammell hitch, good condition, £415. Arnold 7771. 940-106

**1961** Model BEDFORD TK 7-ton long-wheelbase 18-ft. truck, 2-speed axle, excellent all-round condition, £825.

- 1959** BEDFORD J-type 7-ton normal-wheelbase steel-body tipper, excellent all-round condition, £585. A. and L. Vehicle Supply Co., Gravel Lane, Salford. Phone, Manchester Blackfriars 1511. 940-196

**SHUKERS OF SHEFFIELD, LTD.**

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- 1952** BEDFORD 5-ton long-wheelbase diesel P6 tipper, double-drop-side body, good tyre equipment, £775.

**1950** BEDFORD 5-ton long-wheelbase drop-side truck, taxed to year end, £95. 940-175

- 1959** BEDFORD 4-ton J-type drop-side truck, 200 diesel engine.  
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**1957** BEDFORD 7-ton long-wheelbase tipper, Leyland engine, wood drop-side body, £475.  
**1957** BEDFORD 6-ton short-wheelbase diesel tipper, wood drop-side body.

**1955** BEDFORD 5-ton short-wheelbase petrol tipper.

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- 1956** BEDFORD 30-cwt. van, absolutely immaculate, £165. Edgware 2555. 940-206

**B** BEDFORD 1961, J-type 7-ton tipper, 300 diesel, 5-speed gearbox, Telechoist tipping gear, 18,000 miles only, as new, £825. Phone, Coppermill 4777 or 4713. 940-249

- 1958** BEDFORD J-type tractor unit, Bedford diesel engine, Scammell coupling, £425.  
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**NEW BEDFORD** 7-ton forward-control, 167-in. wheelbase chassis-cab, 5-speed gearbox, 3-piece wheel, 13-in. clutch, heavy-duty front spring, £1,358 7s. 6d.  
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**1956** BEDFORD 7-ton flat, platform, diesel, £395.  
**1956** BEDFORD 30-cwt. Spurling van, £275.  
**1956** BEDFORD 12-ton tractor, 350 Leyland diesel, Scammell coupling, £450.  
**1958** BEDFORD 6-ton long-wheelbase diesel, double-drop-side metal body tipper, 10-cu.-yd. 10-in. ram, £695.  
**1959** BEDFORD 7-ton 168-in. wheelbase, 300 diesel, Balco extension, flat platform with headboard, £730.  
**1960** BEDFORD 7-ton 168-in. wheelbase, 300 diesel, Balco extension, 24-ft. flat platform with headboard, £825.  
**1960** Model BEDFORD 10-ton tractor, 300 diesel, Scammell coupling, £750.

**PARSONS AND PARSONS (GARAGES), LTD.**

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- 1956** BEDFORD 10-ton diesel artic. unit, £195.

**DAWNIER MOTORS, LTD.**, Ewell By-pass, Surrey. Phone, Ewell 2382. 940-299

**B** BEDFORD 1960 5-type, Leyland Comet engine, 9-yd. body, 9.00 x 20 tyres, 23,000 miles only, 5-speed gearbox, £750. Phone, Coppermill 4777 or 4713. 940-248

**1957** BEDFORD 5-ton A-type, 300 diesel, double-drop-side truck, good tyres, well above average condition, £325. Edgware 2555. 940-207

**1958** BEDFORD (petrol) 5-ton forward-control platform trucks (two), from £395.

**NEW BEDFORD** vans, 10-12-cwt., now in stock.

**BARTON MOTORS (PRESTON), LTD.**

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Phone, Preston 4664. 940-170

- 1959** BEDFORD 7-ton J-type tipper, Bedford 300-cu.-in. diesel engine, 6-cu.-yd. all-steel body, overhauled in our workshops, £750.

**1946** BEDFORD 5-ton panicleon, petrol engine, 1,050-cu.-ft. body, £115. Shaw and Kilnham, Ltd., 143 Cambridge St., Aylesbury. Phone 2321. 940-317

**B** BENTLEY BROS. (SHEFFIELD), LTD.

VAUXHALL-BEDFORD MAIN DEALER,

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- 1958** BEDFORD 5-ton normal-control 300-cu.-in. diesel long-wheelbase chassis and cab, good tyres, ready for immediate use, £395.

**1958** BEDFORD 5-ton long-wheelbase forward-control drop-side truck, 300-cu.-in. diesel, 9.25 x 20 12-ply tyres, one local owner, fit for years of work, £525.

**1956** BEDFORD 7-ton long-wheelbase drop-side petrol truck, 9.00 x 20 tyres, Eaton 2-speed axle, £150.

**H.P.** Facilities can be arranged for selected clients. 940-497

**1959** BEDFORD diesel Boys 6-wheeler, 21-ft. platform body, 2-speed axle.

**PRALLS (HEREFORD), LTD.**, Holmer Rd., Hereford. Phone 4221. 940-472

**1959** BEDFORD (petrol) 7-ton tipper.

**BROWNHILLS MOTOR SALES**, Watling St. (A51), Brownhills, Staffs. Phone, Brownhills 2525-6-7. 940-413

## Used Goods Vehicles (contd.)

**Bedford Wanted**

**B** BEDFORD CAV pick-up trucks, in good condition, Faulkners (Transport), Ltd., Fareham, Hants. Phone, Fareham 4234. 940-605

BEDFORD ALL TYPES WANTED.

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**CHANDLERS MOTORS, LTD.**

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**B** BEDFORD A-type short-wheelbase and long-wheelbase petrol and diesel trucks required, in good running condition, Faulkners (Transport), Ltd., Fareham, Hants. Phone, Fareham 4234. 940-606

**W** E want BEDFORDS! Trucks, tippers, vans, Lutons, etc. G.T.C. (Commercial), Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. 940-250

**B.M.C.**

**1959** B.M.C. 6-wheeler Boys extension, 22-ft. platform body, one owner, small mileage, in first-class order, £750.

**1960** B.M.C. 6-wheel bulk tipper, 20-yd. alloy body, Boys extension, in first-class order, £1,500.

**1957** B.M.C. 4-wheeler with 21-ft. platform body, 2-speed axle, power steering, in excellent order, £450.

**1956** B.M.C. diesel normal-control 2-3-ton drop-sided truck, one owner, a large firm, in excellent running order, £200.

**RUSH GREEN MOTORS**, Langley, Herts. 940-270

**STEVENAGE 174.**

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**5-TON** forward-control 17-ft. drop-side trucks, late 1957, as new, petrol or diesel, choice of 16, all these ex-Citizens vehicles, wonderfully maintained, fleet at bargain price, satisfaction guaranteed.

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**1960** B.M.C. 7-ton, 8-yd. steel body, Telechoist tipping gear, bargain, £650.

**1956** B.M.C. 5-ton normal-control drop-side truck, Balco extension chassis, 17-ft. drop-side body, new 5.3 diesel engine fitted, heaters, ready for work, £285; bargain.

**EASTWOODS COMMERCIAL MOTORS**, 27 Aston Rd., North, Birmingham, 6. Ast 3467. 940-159

**B.M.C.** 1960 long-wheelbase high fixed-side timber-bodied coal tipper, 2-speed axle, power steering, flashers and heater, repainted, £750.

**MIDLAND VEHICLE AGENCY**, 164 High St., Bordesley, Birmingham, 12. Phone, Vic 6040; evenings, Northern 8744. 940-320

**TWO** 1960 B.M.C. flats for sale, good condition. Quorn Commercial Sales, Ltd., Warner Street 940-371

**Barrow on Soar, Leics. Quorn 2204.**

**1958** B.M.C. 7-ton long-wheelbase diesel tipper, works reconditioned engine just fitted, very clean vehicle, in first-class condition. Watson Bros. (Airdrie), Ltd. Phone, Airdrie 2401-5. 940-458

**COMMER**

**1953** COMMER QX, light-alloy platform body, excellent condition, £170. L. W. Vass, Ltd., Amphill, Bedford. Amphill 3255. 422-906

**EX-DEMONSTRATOR** COMMER 7-ton diesel drop-side truck, 5,500 miles only, fitted overdrive gearbox, 9.00 x 20 tyres and air brakes. Ray Powell, Ltd., Eastern Avenue, Ilford, Essex. Phone, Valentine 0123 (10 lines). 940-47

**15-CWT.** forward-control van, foam grey, sliding doors, heater, very clean condition, registered March 1960, £175. Bro. Bros., 133 Old Brompton Rd., S.W.7. Fremantle 3333. 940-93

**1960** TS1 7-ton 18-ft. drop-side truck, 44,000 miles, immaculate, £1,050.

**COX AND CO. (LEEDS), LTD.**, Regent St., Leeds, 2. Phone, Leeds 11914 six lines. 940-169

**THREE** 1959 COMMER 6-wheelers. Newport Motor Service. Phone, Newport 59441. 940-286

**1959** COMMER EDV, antelope, £250. H. Taylor and Co., Elmbridge 6081. 940-222

**1961** COMMER 7-ton diesel TS1 short-wheelbase tipper, 9.00 x 20 tyres, 14,000 miles, one owner, as new, £1,050.

**CASINO CAR SALES**, Regent House, Prescott Rd., Queens Drive, Liverpool, 13. Phone, Stoneycroft 4784. 940-227

**1959** COMMER 6-wheel coal tipper, Eaton 2-speed axle, 5-speed gearbox, air brakes.

**1959** COMMER 6-wheel platform truck, 5-speed gearbox, air brakes.

**HAMBLYNS GARAGE**, Rectory Rd., Rushden. Phone, Rushden 3211-3. 940-402

### Used Goods Vehicles (contd.)

**1957** COMMER 30-cwt. super capacity, diesel engine, good condition, £250.  
**PHOENIX MOTORS, LTD.,** Oxford Rd., Gerrards Cross, Phone, Denham 2716, Gerrards Cross 2545. 940-312

COMMER express delivery van in grey.  
**INGARFIELD'S GARAGE, LTD.,** 243 Brixton Rd. S.W.9. 940-365

**COX'S MOTORS (HILL TOP), LTD.**  
**1960** COMMER TS3 short-wheelbase tipper, steel body, air brakes and 5-speed gearbox, excellent condition, £650.  
TERMS AND EXCHANGES ARRANGED.  
**COX'S MOTORS (HILL TOP), LTD.,**  
127 HILL TOP,  
WEST BROMWICH,  
Phone, Wednesbury 0470, 1047. 940-396

**1959** COMMER 6-wheel flat, £975.  
**BROWNHILLS MOTOR SALES,** Watling St. (A5), Brownhills, Staffs. Phone, Brownhills 2525-6-7. 940-435

**1960** COMMER TS3 12-ton tractor unit, automatic lubrication automatic coupling.  
**1958** COMMER 5-ton petrol tipper, 4-cu.-yd. bodies, choice of two. Normand, Ltd., 483-491 Northolt Rd., South Harrow. Byron 8006, 9912. 940-361

**1956** COMMER diesel BOD 6-wheeler, 21-ft. alloy body, 2-speed axle.  
**PRALLS (HEREFORD), LTD.,** Holmer Rd., Hereford. Phone 4221. 940-473

COMMER 7-ton long-wheelbase 1959 TS3 diesel U-shaped tipper, good condition, £525.  
**MEADWAY SPARES,** Bordesley Green Rd., Birmingham, 9. Victoria 4953. 940-469

### DENNIS

**1954** 6-7-ton DENNIS Pax long-wheelbase platform diesel lorry, in immaculate condition and very good mechanical order, £295. Wessex Motors, Ltd., New St., Salisbury. Phone 5251. 940-44

**DENNIS** Pax, 1954, P6 engine, coachbuilt platform body with aluminium floor, one owner, vehicle in very fair condition, £250 or near offer. Automotive Services, Ltd., 50a Overdale Rd., Ealing, W.5. Eal 3652. 940-87

### DODGE

**1955** DODGE 146R6 18-ft. double-drop-side diesel truck, good condition, £285.  
**UNIVERSITY COMMERCIALS, LTD.,** 99-117 Boston Rd., London, W.7. Phone, Ealing 2611. 941-6079

**1959** DODGE 8-cu.-yd. steel body, Telchoist tipping gear, Eaton 2-speed axle, Leyland Comet engine, well maintained, choice of two. Phone, Woolwich 8161. 940-141

**1958** DODGE 145AR6 6-wheeler (Boys), 14-cu.-yd. wooden body, 2695. Cottee and Edwards, Ltd., Nottingham. Phone 46674. 940-153

**BENTLEY BROS. (SHEFFIELD), LTD.,**  
VAUXHALL-BEDFORD MAIN DEALER,  
71 THE WICKER, SHEFFIELD, 3.  
Phone 29281.

**1957** DODGE 7-ton diesel long-wheelbase twin-ram tipper, wooden body, Eaton 2-speed axle, 9.00 x 20 12-ply tyres, owner-driven from new, immaculate, £525.  
**H.P.** Facilities can be arranged for selected clients. 940-498

**1961** DODGE artic., Comet engine, 2-speed axle, 7,000 miles only, fifth-wheel coupling, 25-ft. treble-drop-side trailer. Billet Auto Sales, 236-40 Billet Rd., Walthamstow E.17. Larkwood 5337. 940-310

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**1960** DODGE 6-wheeler, Leyland engine, £1,550.  
**COX'S MOTORS (HILL TOP), LTD.,** 127 Hill Top, West Bromwich. Phone, Wednesbury 0470 and 1047. 940-397

### Used Goods Vehicles (contd.)

**1958** DODGE diesel 7-ton short-wheelbase tipper, wood drop-side body, grey-black, paintwork excellent, one owner, good throughout, £590.  
**VINCENT GREENHOUSE (HEREFORD), LTD.,** Lyde Motor Works, Hereford. Phone 2347-8-9. 940-426

**1955-56** DODGE Unipower 6-wheeler, 16-ft. 6-in. drop-side diesel truck, £385 o.n.o.  
**EASTWOODS COMMERCIAL MOTORS,** 27 Aston Rd. North, Birmingham, 6. Ast 3467. 940-160

### E.R.F.

**NOVEMBER, 1956** tractor unit with 8.1-litre Rolls-Royce diesel engine, air brakes and Tasker fifth-wheel turntable coupling, quite immaculate appearance and condition, £1,700. J. C. Edge and Co., Ltd., Craven Arms, Salop. 940-6098

**1952** November, tractor and 30-ton semi-trailer, in very good condition throughout, £1,495.  
**Mansfield Autos, Ltd.,** High Rd., Broxbourne, Herts. Hoddesdon 4567. 940-88

**1948** Unregistered ex-Government E.R.F. artic. with 5LW and 5-speed gearbox, with low-loading trailer, 14-ft. 6-in. well, knock-out axle, 15-ton capacity, very good condition, tyres good, £850. C. Morgan and Son, Waltham Chase. Phone, Bishop's Waltham 133. 940-84

**1959** E.R.F. 8-wheeler power tipper, 150 engine, as new, Walter Walker (Ecclesfield), Ltd., 248 The Common, Ecclesfield, near Sheffield. Phone 1667. 940-173

**ONE** 1957 E.R.F. twin steer. Newport Motor Service, Phone, Newport 59441. 940-285

**1953** E.R.F. 8-wheeler tipper, double drive, 6LW engine, in good running order, one owner since new, bargain, £750. Terms and exchanges.  
**RUSH GREEN MOTORS,** Langley, Hitchin, Herts. Stevenage 174. 940-265

**1956** E.R.F. 8-ton 4-wheel flat platform lorry, 4LW engine, 2-speed axle, all-alloy 18-ft. body, bow-fronted cab, good 9.00 x 20 tyres, whole vehicle in first-class order, unladen weight 3 tons 19 cwt., bargain, £650.  
**Grovebury Commercial, Ltd.,** Grovebury Rd., Leighton Buzzard. Phone 2192. 940-232

**1956** E.R.F. short-wheelbase tipper, 44G, £475.  
**HAMBLINS GARAGE, Rectory Rd.,** Rushden, Northants. Phone, Rushden 3211-3. 940-403

**1955** E.R.F. 8-wheeler tipper, 6LW, double drive, bulk body, ready for work.  
**1959** E.R.F. 8-wheeler, 6LW, bulk tipper, only 8 tons unladen weight, fibreglass body (suitable coal or coke, etc.), automatic greasers, latest cab, low mileage, one owner, good tyres, repainted and ready for work, fully recommended and offered at £3,000 under cost price.  
**RYLAND GARAGE, LTD.,** Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-2. 940-381

**1957** E.R.F. Gardner 6LW engine, fixed-wheel double drive, long-wheelbase platform, £900.  
**ERRINGTONS OF EVINGTON,** Leicester 38102. 940-420

### FODEN

**FOUR** FODEN DG 6-wheeler tippers, all in first-class mechanical order, all are fitted with Milshaw double-ram front-end gears, two are fitted with Ace alloy bodies, £650 each, no reasonable offer for all four refused. For further details contact  
**BRIGGS SERVICE GARAGE, LTD.,** Whitehall Rd., Drighlington, nr. Bradford, Yorkshire. Phone, Drighlington 513-4-5. 940-6

**1948** FODEN 6-wheeler, 5-cylinder Gardner engine, booster gearbox, excellent condition, choice of two.  
**C. RUSSETT,** 155 Millbank St., Northam, Southampton 26590. 940-36

**AVAILABLE** now, 1956 FODEN 8-wheeler tippers with Gardner 6LW or Foden 2-stroke engines, 12-speed gearboxes, 13-cu.-yd. alloy bodies. Pilot two-ram tipping gear, choice of three, all in excellent condition. Can be viewed by appointment. Phone, Hovingham Gravel, Ltd., Lowdham 3171. 940-142

**FODEN** 1959 8-wheeler, 12-speed gearbox, immaculate condition.  
**FODEN** 71-ton registered 1950 4-wheeler, 4LW engine.  
**POPLAR MOTOR TRANSPORT (LYMM), LTD.,** Phone, Lymm 1234 (Cheshire) 940-388

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**MAY, 1960** 7-ton short-wheelbase Trader, 6D engine, 6-cu.-yd. steel drop-side body, 16,000 miles only, whole vehicle in very good condition, £775 or near offer. Automotive Services, Ltd., 50a Overdale Rd., Ealing, W.5. Eal 3652. 940-86

### T. C. HARRISON, LTD.

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LONDON ROAD,  
SHEFFIELD.  
Phone 26091.

**1955** Thames 3-ton platform lorry, £250.  
**CHOICE** of second-hand 5-7-cwt. vans.

**ALL** models, new light vans, ex-stock.  
**THAMES** Trader 108-in. tippers, 138-in., 160-in. chassis-cabs, ex-stock.  
**EDBRO** tipping gears, ex-stock. 940-198

**1959** 5-ton THAMES Trader, long wheelbase, with Baico extension, one owner, very good condition.  
**CENTRAL GARAGE (UPPINGHAM), LTD.,** Ayton Rd., Uppingham, Rutland. Phone. Uppingham 3296-7-8. 940-52

### Used Goods Vehicles (contd.)

**1960** 7-ton THAMES Trader, drop-sided, steel-bodied Edbro tipper, 30,000 miles, all excellent 9.00 x 20 tyres, one owner, heater, taxed, main dealer's guarantee, all engine modification carried out, first-class condition throughout, £595.  
**KIDDERMINSTER MOTORS, LTD.,** Main Ford Distributors, Kidderminster 4027. 940-11

**1959** September, Trader, 7-ton long-wheelbase twin-ram tipper, 14-cu.-yd. wood body, 9.00 x 20 tyres, immaculate condition throughout, must be seen, £595.  
**1960** Trader 7-ton tipper, 7-cu.-yd. U-shape body with wood extension sides, ready for work, £525.  
**EASTWOODS COMMERCIAL MOTORS,** 27 Aston Rd. North, Birmingham, 6. Ast 3467. 940-162

### GATES OF WOODFORD.

FORD MAIN DEALERS,  
CHIGWELL ROAD,  
WOODFORD GREEN,  
Wanstead 6633.

**1960** Thames Trader 6 x 4 platform, power steering and air brakes, £1,800.  
**1960** Thames Trader articulated unit, fifth wheel, £650.  
**1960** Thames Trader 7-ton 7-cu.-yd. Edbro tipper, £850.  
**1959** Thames Trader 6-wheel aluminium-body drop-side truck, £1,075.  
**1959** Thames Trader 7-ton long-wheelbase tipper, Anthony, £725.  
**1959** Thames Trader articulated unit, Brockhouse automatic, £750.  
**1959** Trader 7-ton 6D platform, £665.  
**1958** Thames Trader 7-ton platform, £620.  
**1958** Thames Trader 5-ton 5-cu.-yd. Anthony tipper, £650.  
**1958** Thames Trader 5-ton 4D drop-side truck, £400.  
**1958** Thames Trader 7-ton drop-side truck, £500. 940-139

**1959** Trader 8-yd. long-wheelbase tipper, fitted Hydrovac brakes, one owner, very clean, £595.  
**1959** 7-ton Trader drop-side truck, very clean, £650.  
**1958** Trader, articulated 25-ft. trailer, Brockhouse, £750. Billet Auto Sales, 236-40 Billet Rd., Walthamstow, E.17. Larkwood 5337. 940-331

### HUNTER VEHICLES, LTD.

CROWN WORKS,  
290 SOUTHBURY ROAD,  
ENFIELD.

**1957** Thames 3-ton boxvan, 525 cu. 4D, one owner, 4-ton tyres.  
**1956** Thames 3-ton boxvan, 525 cu. 4D, one owner, 4-ton tyres.

### IMMEDIATE DELIVERY.

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**HOWARD 4184 OR 3892.** 940-3

**1960** FORD Trader 2-ton drop-side truck, £465.  
**1960** FORD Trader 7-ton diesel long-wheelbase platform truck, drop side £675.  
**1959** FORD Trader 7-ton diesel long-wheelbase platform truck, £525.  
**1958** FORD Trader diesel 4-ton platform truck, £290.  
**1956** FORD Thames 4D 4-ton drop-side truck, £185.  
**1956** FORD Thames 2-ton van, 4D, £125.  
**DAWNIE MOTORS, LTD.,** Ewell By-pass, Surrey. Phone, Ewell 2382. 940-300

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FOR ALL

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### SPECIAL OFFER—

**1959** 7-ton 160-in. Trader truck, choice of two, £550.  
**PLEASE PHONE GUILDFORD 62962.** 940-290

**TRADER** 1960 8-yd. tipper, long wheelbase, twin ram, drop sides, 9.10 x 20 tyres, clean vehicle, £700. Phone, Coppermill 4777 or 4713. 940-247

**1959** FORD Trader 6D 7-ton drop-side truck, first-class condition.  
**1957** FORD 6D 5-ton platform truck, good condition, £325.  
**CAPITAL MOTOR CO., LTD.,** Remington St., City Rd., N.1. Clerkenwell 7456-9. 940-326

**1959** Thames Trader 6D diesel 7-ton flat, 20-ft. body, in new condition, good tyres, £548.  
**CASINO CAR SALES,** Regent House, Prescott Rd., Queens Drive, Liverpool, 13. Phone, Stoneycroft 4744. 940-226

**FORD** 3-ton flat, 1955, 4D diesel, £110. Lawrence Alfretton, Derbys. Phone 505. 940-287

## Used Goods Vehicles (contd.)

**1960** FORD Trader long-wheelbase power tipper, 4550.  
**PEARL STREET GARAGE**, 17 Pearl St., Sheffield. Phone 29139, 399529. 940-334

### GORDON KING MOTORS, LTD. FORD AND THAMES DEALERS.

**TRADER** 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex-works, for immediate delivery, £1,475.

**TRADER** 4D diesel 4-ton low-frame chassis, fitted with 1,250-cu.-ft. body, as above, immediate delivery from stock, £1,195.

**1957** Thames Trader 5-ton drop-side truck, fitted 6D diesel engine, in excellent condition, £275.

**LET** us quote you for your special body requirements.

**MITCHAM LANE**, S.W.16, Streatham 3133-4. 940-252

**1960** Long-wheelbase drop-side tipper, £675. Leytonstone 4900. 940-348

### L. A. RICH

**FORDSON** ET6 petrol 6-wheeler chassis and cab, unregistered, ex-Ministry, mileage 900, price £220.

**514 COLDHAMS LANE**,

**CHEERY HINTON**,  
Phone, CAMBRIDGE 47597. 940-378

**1960** FORD Trader, 6-wheel flat, £975.

**BROWNHILLS MOTOR SALES**, Watling St. (A5), Brownhills, Staffs. Phone, Brownhills 2525-6-7. 940-438

### BENTLEY BROS. (SHEFFIELD), LTD.

**VAUXHALL-BEDFORD MAIN DEALER**,

71 THE WICKER, SHEFFIELD, 3.

Phone 29281.

**1958** Thames Trader 5-ton long-wheelbase diesel drop-side truck, Eaton 2-speed axle, 8.25 x 20 12-ply tyres, low mileage, excellent in every detail, £450.

**H.P.** Facilities can be arranged for selected clients. 940-496

**1958** 7-ton long-wheelbase 20-ft. platform, Baico extension, £595.

**1959** 7-ton long-wheelbase platform, £595.

**1959** 7-ton short-wheelbase tipper, drop sides, £485.

**JOHN HUDSON**, Doncaster Rd., Bawtry, Yorks. 362, 456, 457. 940-492

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**WANTED**, FORD 4D vans and Perkins, all capacities, from 1956 onwards. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 940-305

### KARRIER

**1959** KARRIER Bantam boxvan, with double sliding sides 18,000 only, low loading height, 25 x 6 wheels, translucent roof, £555. Phone, Micheldever 313. 940-412

### LAMBRETTA

**1961** LAMBRETTA 3-wheeler van, as new, offers.

**BROWNHILLS MOTOR SALES**, Watling St. (A5), Brownhills, Staffs. Phone, Brownhills 2525-6-7. 940-439

### LEYLAND

**1959** And 1960 LEYLAND Octopus and Hippo short-wheelbase tippers with Pilot gears and alloy bodies, low mileage.

**JEFFREY'S COMMERCIAL MOTORS**, Swansea. Phone 72415-6-7. 940-274

### BIRD'S COMMERCIAL MOTORS, LTD.

**BIRMINGHAM ROAD**,

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Grams "Quicksale."

**ONE** LEYLAND Beaver tractor, 1953, complete with Dyson 25-ton trailer, 16 ft. in well, first-class condition.

**ONE** LEYLAND Super Beaver tractor, 1961, complete with 25-ton Tasker trailer. 940-277

**LEYLAND** Octopus 8-wheeler, reconditioned by manufacturers, new tyres, practically brand-new machine, price on application.

**HAULGO, LTD.**, West St., Havant Hants. 940-341

**1947** Octopus long-wheelbase double drive, platform body, £250.

**JOHN HUDSON**, Doncaster Rd., Bawtry, Yorks. 362, 456, 457. 940-491

## Used Goods Vehicles (contd.)

**1960** LEYLAND Octopus (flat).

**1959** LEYLAND Octopus (flat).

**1955** LEYLAND Comet, 6-wheel tipper, £900.

**1955** LEYLAND Comet, 6-wheel tipper, £800.

**NEW** LEYLANDS from stock.

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**WANTED**, second-hand 6-ton Scammell Scarab, 18-ft. trailer. Ledgers Box Co., Ltd., Manchester St., Hull. 940-9406

### SEDDON

**1956** SEDDON Mk. 14 51W tipper, Pilot U4, ready for work. Smith's Garage, Canal St., Nottingham. Phone 55001. 940-158

**1960** SEDDON 15-10, 51W Gardner engine, Fibreglass cab, 21-ft. platform body.

**1959** SEDDON tractor unit, Cummins engine, fifth-wheel coupling, air brakes.

**1959** SEDDON tractor unit, 61W, fifth-wheel coupling, air brakes.

**1959** SEDDON tractor unit, R6 engine, Carrimore low-loading trailer.

**OSWALD TILLOTSON, LTD.**, Summit Works, Burnley. Phone 2201-4. 940-453

### SENTINEL

**1957** SENTINEL, 4-cylinder diesel engine with gearbox complete, engine taken out to fit Gardner engine, what offers? Six Way Garage, Cross Hands, Llanelli, Carm. Phone, Cross Hands 376. 940-147

### STANDARD

**1956** STANDARD Vanguard diesel van, well above average condition, £195. Edgware 2555. 940-208

### THORNYCROFT

**MARSTON MOTOR CO. LTD.**

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**NEW** AUSTIN 13-seater Omnicoach.

**1960** Thames 15-cwt. van, 15,000 miles, £320.

**1959** Thames Trader 6D long-wheelbase 7-ton platform truck, good order, £650.

**1959** AUSTIN 7-ton long-wheelbase forward-control diesel platform truck, £600.

**1957** AUSTIN 11-ton forward-control diesel van, £225.

**1955** AUSTIN 3-ton diesel boxvan, 300 cu. ft., £200.

**AT**

**63 BRIDGE STREET, PETERBOROUGH.**

Phone 66011.

**1959** BEDFORD Kenbus, beige, fitted heater, taxed, good tyres, £425.

**1959** AUSTIN A35 van, green, low mileage, good tyres, £275.

**1959** MORRIS Minibus, maroon, £410.

**1958** BEDFORD 7-ton drop-side truck, £600.

**1953** AUSTIN A40 van, green, good tyres, £120.

**AT**

**120 GOLDINGTON ROAD, BEDFORD.**

Phone 68386.

**1959** AUSTIN A35 van, £250.

**1958** FORD 7-cwt. van, £265.

**1958** AUSTIN A55 van, £245.

**1957** MORRIS Minor pick-up, £225.

**1957** AUSTIN 5-ton long-wheelbase normal-control diesel truck, £420.

**1956** Thames 4D 3-ton drop-side truck, £250.

**1955** AUSTIN A40 pick-up, £175.

**1955** AUSTIN A30 van, £150.

**1953** DODGE P6 truck, £175.

**1952** Short-wheelbase LAND ROVER, £120.

**1939** AUSTIN 8 van, £55. 940-16

### BARNARDS,

**STOWMARKET.**

**FODEN**, 1952, 6-wheeler, Gardner 61W engine, 9.00 x 20 tyres, 24-ft. platform, oil boost brakes, £525.

**BEDFORD**, 1959 (November), S model 7-tonner, 300 diesel, 2-speed axle, fitted Boys third axle, 22-ft. alloy platform, £965.

**B.M.C.**, 1958, 7-ton long-wheelbase tipper, Tele-boist twin ram gear, beet sides, sack loader, 9.00 x 20 tyres, £575.

**COMMER**, 1958 (November), TS3 long-wheelbase truck, air brakes, overdrive, new 9.00 x 20 Michelin X tyres rear, £725.

**PHONE**, Stowmarket 621 (five lines). 941-6084

### BIRMINGHAM COMMERCIAL OFFER:—

**NEW** MORRIS 30-cwt. and 5-ton Luton van, 675 cu. ft. 1,650 cu. ft.

**1954** FODEN 6-wheeler.

**1957** ATKINSON 8-wheeler tipper.

**1960** COMMERCIAL TSL.

**H.W.** haulage bus, approx. 6-ton, open A.

**WEST** mid. haulage bus, 21 tons, open A, all modern machines.

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ALL TYPES OF COMMERCIAL VEHICLES.  
OVER 100 IN STOCK.

- 1960** FORD Trader 6D with new 1,200-cu.-ft. Plymax body. Dropwell walk-in tailgate, £1,175.  
**1960** November, BEDFORD J-type short-wheelbase tipper, average mileage, 12,000, underfloor and end tipping gears, £850.  
**1960** FORD Trader 6-wheel County extension, 21-ft. flat, 9.00 x 20 tyres, very clean, £950.  
**1960** FORD Trader 7-ton flat, £725.  
**1960** June, FORD Trader 6-wheel tipper, double drive, third axle, 20-cu.-yd. body, £1,550.  
**1960** B.M.C. 7-ton diesel tipper, 2-speed axle, steel body, choice of three, £750.  
**1960** FORD Trader short-wheelbase tipper, drop-side body, 9.00 x 20 tyres, from £675.  
**1959** FORD Trader 6D 7-ton flat, choice of 10 from £595.  
**1959** DODGE 6-ton normal-control short-wheelbase tipper, new wooden drop-side body, P6 engine, as new, £625.  
**1959** FORD Trader 160-in. wheelbase steel drop-side tipper, 15-ft. body, £695.  
**1959** FORD Trader 6-wheel flat, County extension, 9.00 x 20 tyres, choice of three, bargains, £895.  
**1958** November, COMMERCIAL TS3 long-wheelbase flat, 9.00 x 20 tyres, £250.  
**1958** FORD Trader 6D 7-ton truck, 8.25 x 20 tyres, to clear, £435.  
**1958** FORD Trader 6D medium-wheelbase double-ram tipper, to clear, £450.  
**1957** COMMERCIAL TS3, articulated unit, fifth-wheel coupling, £425.  
**1957** ATKINSON 4-wheel double-ram tipper, Gardner 5LW, 9.00 x 20 tyres, 10-cu.-yd. alloy body, very clean, Tecalemit automatic greasing, choice of two, each £695.  
**1957** BEDFORD S-type 7-ton medium-wheelbase double-ram drop-sided tipper, Bedford 300 engine, £395.  
**1957** BEDFORD 10-12-cwt. fully equipped ice cream van with sink unit, suitable for travelling shop, etc., £330.  
**1954** A.E.C. Mercury 7.75 engine, 21-ft. platform, 9.00 x 20 tyres, £475.  
**1954** ATKINSON 8-wheel double-drive long-wheelbase tipper, Gardner 6LW engine, £850.  
**1952** FORDEN short-wheelbase tipper, aluminium body, 6LW Gardner engine, very good condition, £900.  
**1952** FODEN 8-wheeler long-wheelbase drop-sided 24-ft. flat, 2-stroke engine, £340.  
**1950** FODEN 8-wheel long-wheelbase tipper, trailing axle, 6LW engine, £450.

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- 1960** 7-ton BEDFORD diesel tipper, S-type, 6-cu.-yd. wooden tipper body, 9.00 x 20 tyres all round, very good condition.  
**1960** 7-ton BEDFORD diesel tipper, TK, 6-cu.-yd. wooden tipper body, 9.00 x 20 tyres all round, excellent condition.  
**1958** 7-ton BEDFORD petrol tipper, S-type, rebuilt, 6-cu.-yd. wooden tipper body, 9.00 x 20 tyres, rear and spare used, excellent condition.  
**1957** 6-ton BEDFORD diesel, short-wheelbase tipper, 5-cu.-yd. wooden body, good condition; choice of three.  
**1957** BEDFORD 7-ton, diesel tipper, S-type, 6-cu.-yd. wooden body, very good condition.  
**1959** Thames Trader diesel tipper, 5-cu.-yd. metal tipper body, good condition.  
**1959** COMMERCIAL TS3 tipper, 6-cu.-yd. wooden body, excellent condition.

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- 1960** BEDFORD 7-ton diesel S-type long-wheelbase drop-side truck, 9.00 x 20 tyres all round, very good condition.  
**1960** BEDFORD 74-ton diesel J-type long-wheelbase drop-side truck, 8.25 x 20 tyres all round, excellent condition.  
**1959** BEDFORD 7-ton diesel S-type, long-wheelbase drop-side, 9.00 x 20 tyres all round, very good condition.  
**1958** BEDFORD diesel 6-wheeler, 20-ft. double-drop-side body, Bedford 2-speed axle, 9.00 x 20 tyres all round, excellent condition; choice of two.  
**1957** BEDFORD 6-ton diesel, S-type, long-wheelbase drop-side truck, 8.25 x 20 tyres all round, very good condition; choice of two.

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- 1958** Diesel 10-ton artic. unit, A model, Scammell coupling, very good condition; choice of two. 940-353

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**1956** DODGE 7-ton tipper with new timber drop-side body, reconditioned R6 engine on 8.25 x 20 tyres, £525.  
**1956** ALBION Clydesdale, this is an exceptionally good machine with a strong 18-ft. platform, ideally suited for timber haulage on first-class 10.00 x 20 14-ply tyres, £725.  
**1959** Thames Trader 7-ton with 16-ft. 6-in. platform body, this vehicle has just had fitted a completely new 6-cyl. diesel engine complete with all 1961 modifications. Other components renewed including shackles and steering, £675.

#### SPECIAL OFFER.

WE also have to offer a first-class LEYLAND Octopus 8-wheeler, double drive, with new 24-ft. platform, it has been completely checked in our workshops where the rear bogie was overhauled and virtually renewed, new batteries fitted, rewired, brakes overhauled resprayed in blue and red, £1,050.  
A Tipping gear and power take-off is also available at extra cost.

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FOR OVER 50 YEARS.

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ALBION Reiver, 1958, Leyland engine, 6-speed gearbox, platform body.  
ALBION 8-wheeler, 1954 (December), 23-ft. platform, very clean.  
BEDFORD, 1959, with Boys third axle, 2-speed axle, Bedford diesel and 22-ft. drop-side body.  
COMMERCIAL TS3, 1956, long-wheelbase tipper.  
COMMERCIAL TS3, 1958, tipper, with Boys third axle, alloy drop-side body.  
LEYLAND 8-wheeler, 1953, air brakes, 24-ft. platform body.  
DODGE normal-control 1958 long-wheelbase tipper with Leyland engine and 2-speed axle.  
ALBION Clydesdale, 1959, short-wheelbase chassis and cab, suitable for tractor.  
MORRIS B.M.C. 1960, 7-ton long-wheelbase tipper, with alloy body.  
ALBION Chieftain, 1955, with platform body and canopy over cab.

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**1955** FORD Thames 4D 1,200-cu.-ft. Luton van. 940-28

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£595.

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**1960** FORD 138-in. Pilot tipper and body.  
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**1956** DODGE 7-ton Edbro twin-ram long-wheelbase.

#### PLATFORM.

**1958** FORD Trader; choice of two.

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**1954** BEDFORD 7-ton long-wheelbase.  
**1954** BEDFORD 7-ton long-wheelbase.

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ALL the above vehicles available from stock.

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**1960** 61 B.M.C. Luton vans, 500 cu. ft.  
**1959** COMMERCIAL TS3 7-ton tipper.  
**1959** BEDFORD 7-ton drop-side truck, Leyland Comet engine, long wheelbase.  
**1959** (Registered) DENNIS 6-ton tipper (ex-Ministry), Dennis Max diesel engine.  
**1958** SEDDON 7-ton drop-side tipper.  
**1958** COMMERCIAL TS3 7-ton long-wheelbase platform.  
**1956** FORD Thames 5-ton drop-side tipper, Perkins engine.  
**1954** FORD Thames 4D long-wheelbase drop-side truck.

**110 B** BUXTON ROAD,

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Phone, Stockport 5083. 940-204

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- 1959** BEDFORD CA Luton van.
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- 1958** BEDFORD 5-ton long-wheelbase diesel tipper, Anthony hoists and 5-cu.-yd. steel body, clean condition.
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- 1958** Thames Trader 4D, 1,000-cu.-ft. pantechnicon.
- 1956** COMMERCIAL 7-ton T53 truck, Eaton 2-speed axle.
- 1956** Thames 3-ton 4D vans, clean condition, choice of two.
- NEW** BEDFORD JO pick-up complete with tilt.

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- 1957** DODGE P6 short-wheelbase tipper, 7 tons, Eaton 2-speed axle.
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- 1959** Thames 15-cwt. van, choice of three.
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- 1957** Thames 5-cwt. van.
- 1954** Thames 5-cwt. van.

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- FORD 1958 7-ton tipper, fitted with 14-ft. 6-in. fixed-side body, engine recently reconditioned, good condition.
- LEYLAND Comet 1958 tipper, fitted with 14-ft. 6-in. fixed-side wooden body, very good condition.
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- 1959** FORD 7-ton boxvan, inside measurement 30 ft. by 7 ft. 6 in. high by 7 ft. 6 in. wide, 9.00 x 20 tyres, in first-class condition.
- 1959** FORD 6-wheeler County conversion, 2-speed rear axle, 22-ft. drop-sided body, 9.00 x 20 tyres, in excellent condition.
- 1958** GUY 8-wheeler tipper, 21 ft. by 2 ft. 6 in. sided steel body, Gardner 6LW engine, double-drive axle, reconditioned where required.
- 1949** FORD N 8-wheeler, 16-ft. 6-in. drop-sided tipper, double-drive axle, 6LW engine, 5-speed gearbox, ideal for site or quarry work, £550.
- 1953** ATKINSON 8-wheeler, 21-ft. 4-in. drop-sided tipper, 6LW engine, double-drive axle, 40 x 8 tyres, in good condition, £800.
- 1954** E.R.F. 6-tonner, Gardner 4LK engine, 16-ft. drop-side body, 50 x 20 tyres, in good condition.
- NEW** B.M.C. 4-tonner, 14-ft. 6-in. drop-sided body, in stock, immediate delivery.
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NEW FORD Trader 4D, low frame, 152 in., ex stock.

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**1959** COMMERCIAL TS3 diesel 6-wheeler tipper, wooden drop-side body, 900 x 20 tyres, air brakes, 5-speed gearbox, in good condition.  
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**1955** ALBION Chieftain 16-ft. wooden platform (at Vauxhall Bridge Rd.).  
**1957** AUSTIN 5-ton diesel, 16-ft. platform.  
**1957** A.E.C. Mercury MK. II, 21-ft. platform.  
**1956** TS3 7-ton 18-ft. drop-side truck (at Vauxhall Bridge Rd.).

#### TIPPERS.

- 1957** ALBION Clydesdale steel-body, fixed-side tipper (at Cardiff).  
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1955 COMMER 5-ton Superpase P6 drop-side truck.

#### ALBION.

1957 ALBION Chieftain forward-control diesel platform truck.  
1955 ALBION Chieftain, alloy drop-side body, choice of two.

#### FORD.

1959 Thames Trader, diesel 7-ton long-wheelbase drop-side truck.  
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1956 BEDFORD SAO artic. unit, with Scammell coupling, £380.  
MANY good BEDFORD Utilibrakes available.

### PENFOLD MOTORS.

2-22 BURNT ASH ROAD, S.E.12.  
Lee 1202.

940-68

### SPURLING MOTORS (CHISWICK), LTD.

(CHISWICK FLYOVER).  
VAUXHALL, BEDFORD MAIN DEALERS.

FOR quality tested used vehicles.

1958, 1959 and 1960 CA vans, long and short, from £225.  
1958 BEDFORD Hawson CA van, one owner, first-class condition, choice of two, from £250.  
1956 BEDFORD 3-ton petrol Spurling van, £175.  
1958 COMMER Karrier 3-ton diesel boxvan, 350 cu. ft., separate cab, very clean vehicle, £425.  
1957 AUSTIN 30-cwt. diesel van, one owner, £285.  
1956 FORD 7-cwt. van, excellent condition, one owner, £175.  
1955 FORD 4D 2-ton diesel drop-side truck, one owner, £185.

### BEDFORD HOUSE.

CHISWICK HIGH ROAD,  
CHISWICK, W.4.  
Chiswick 6741.

940-89

## Used Goods Vehicles (contd.)

W. HAROLD PERRY, LTD.,  
MAIN FORD DEALERS,  
FINCHLEY.

NEW vehicles for immediate delivery.

THAMES 5-7-cwt. vans.  
THAMES 10-, 12- and 15-cwt. vans.  
THAMES 12-seater.

THAMES Trader County 6 x 4 182 truck, 21-ft. truck body, David Brown 5-speed gearbox, 9.00 x 20 12-ply tyre equipment.  
4-TON 152-in. Trader long-frame Luton van, 1,060 cu. ft., ash framed Plymax panels.

1958 Thames 5-cwt. van, very good condition, £210.

1959 Thames 5-cwt. vans, choice of four, from £245.

1961 Thames 5-cwt. van, immaculate, £295.

1961 Thames 30TE 5-cwt. van, 3,000 miles, radio and heater, as new, £395.

1959 Thames 6-cwt. van, excellent condition, £275.

1960 Thames 7-cwt. vans, choice of two, £285.

1959 Thames 15-cwt. drop-side truck, £335.

1960 AUSTIN Minivan, 7,000 miles, heater, screen washers, excellent condition, £330.

1960 AUSTIN Minivan, heater, screen washers, excellent condition, £325.

1957 December, COMMER 8-cwt. van, with windows, £210.

1961 COMMER 15-cwt. van, blue, heater, excellent condition, £425.

1959 BEDFORD long-wheelbase Workabus, heater, 2-tone, excellent condition, £365.

USED commercial vehicle department, 297 Ballards Lane, North Finchley, N.12.

HILLSIDE 8888.

940-69

### DEES OF CROYDON.

CROYDON 6011.

### A SELECTION OF OUR USED VEHICLES.

1957 COMMER 7-ton TS3 tipper, 9.00 x 20 tyres, £430.  
1959 BEDFORD 300 diesel 7-ton long-wheelbase truck, low-mileage engine, 8.25 x 20 12-ply tyres, £615.

1958 Trader articulated unit, £495.

1959 Trader 5-ton 4D 152-in-wheelbase truck, £490.

1960 Thames 5-cwt. vans from £250.

### HUBERT DEES, LTD.

15-19 BRIGHTON ROAD,  
SOUTH CROYDON.  
Croydon 6011.

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### A. E. CONNORTON, LTD.

AUTHORIZED FORD AGENTS.

NEW FORD Trader 6D, Balco extension chassis, fitted with 1,500-cu.-ft. Luton body.  
1960 September, DODGE 6-wheeler, bulk twin-ram tipper, 2-speed, 375 Leyland engine, York axle, power steering, £1,525.

1960 COMMER Unipower 6-wheeler, 24-ft. body, air brakes, £1,075.

1960 BEDFORD J-type tipper, 2-speed axle, drop-side steel body, underfloor ram, very clean, £675.

1960 BEDFORD 5-type 7-ton tipper, steel body, Anthony gear, £650.

1960 BEDFORD 7-ton J-type tipper, 2-speed axle, steel body, £650.

1957 ATKINSON 5LW 4-wheeler, 20-ft. platform, 2-speed axle, £525.

1956 ATKINSON 6LW 8-wheeler, 24-ft. Duramin platform, double drive, £775.

1955 DODGE long-wheelbase truck, P6 engine, £175.

1955 ATKINSON, 5LW, 20-ft. body, Hydrovac brakes, £525.

1956 FODEN, 5LW, twin steer, £690.

1956 FODEN 6-wheeler FG, 6LW, double drive, Duramin body, choice of two, £375 each.

1957 SEDDON long-wheelbase, 9.00 x 20s, £250.

1959 DODGE diesel tipper, £565.

HIRE-PURCHASE arranged.

CONNORTON, 328 Brixton Rd., S.W.9, Brixton 7962.  
Sanderstead 1777.

940-126

### COOMBS SERVICE STATION (GUILDFORD), LTD.

BY-PASS ROAD, GUILDFORD.

Please phone, Guildford 62962.

### SPECIAL OFFER—

1959 BEDFORD Utilibrake, £300.

1959 BEDFORD 7-ton platform truck, £550.

1959 COMMER 8-cwt. van, £225.

PLEASE phone, Guildford 62962.

940-292

Dec. 22, 1961—THE COMMERCIAL MOTOR 29  
(Supplement)

## Used Goods Vehicles (contd.)

HAZLEMERE MOTOR CO.  
(WALTHAM ABBEY), LTD.,

WALTHAM ABBEY,  
ESSEX.  
Waltham Cross 27321.

A New BEDFORD 4-ton normal-control chassis-cab.

A New LEYLAND Super Comet 145C-11R chassis-cab.

NEW BEDFORD 7½-ton TK, forward-control, chassis-cab, 150 diesel engine, 5-speed gearbox.

NEW SCAMMELL 12-ton 25-ft. straight-frame semi-trailer platform.

NEW BEDFORD 6-ton, normal control, 120-in. wheelbase, 2-speed axle, 6-cu.-yd. drop-side tipping body, 8.25 x 20 12-ply tyres (choice of two).

1949 SCAMMELL 3-ton mechanical horse, excellent condition with new 3-ton trailer, £125.

1946 BEDFORD 2-ton hand tipper, £125.

1957 BEDFORD 15-cwt. van, £235.

1958 BEDFORD 15cwt. van, £265.

940-133

### GATES OF WOODFORD.

FORD MAIN DEALERS.

CHIGWELL ROAD,  
WOODFORD GREEN.

Wansstead 6633.

1955 B.M.C. 7-ton diesel drop-side truck, power steering and 2-speed axle, £425.

1955 COMMER TS3 artic unit, Scammell automatic, £300.

1958 AUSTIN 15-cwt. steel pick-up, £235.

1960 COMMER 15-cwt. van, £365.

1959 Thames 15-cwt. van, £250.

1958 Thames 15-cwt. truck, £260.

1960 Thames 10-12-cwt. van, £290.

940-140

### NORMAN REEVES MOTORS, LTD.

215 HIGH STREET,  
UXBRIDGE, MIDDXX.  
Phone, Uxbridge 33444.

FOR all new Thames and Thames Trader light and heavy commercial vehicles.

COMPETITIVE quotations for coach-built bodywork.

940-130

### OVER HALL GARAGES, LTD.

VAUXHALL AND BEDFORD DEALERS.

1958 BEDFORD Utilibrake.

1960 BEDFORD 15-cwt. long-wheelbase van, one owner, low mileage.

1947 A.E.C. 8-wheeler tipper, double-drive, 20-cu.-yd. body, reconditioned engine and gearbox, brakes recently relined, virtually new tyres, excellent working order, bargain, £799.

NEW, immediate delivery:—

BEDFORD 15-cwt. long-wheelbase builders' truck.

BEDFORD Workabus and Utilibrake.

BEDFORD 7-ton, extra-long, 300 diesel engine, 2-speed axle, 9.00 x 20 tyres, Pilot twin-ram end-tipping gear, 20-cu.-yd. alloy body.

BEDFORD 7-ton long-wheelbase tippers, 16-cu.-yd. alloy bodies, R6 engines, excellent working order, good tyres, one August, 1954, £475; one November, 1956, £550.

### OVER HALL GARAGES, LTD.

STAINES ROAD, BEDFORD, MIDDXX.  
Ashford 5741.

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### W. HAROLD PERRY, LTD.

STATION BRIDGE,  
WEALDSTONE, MIDDLESEX.

1960 Trader 8-cu.-yd. tipper, choice of three.

1959 Thames 5-ton long-wheelbase m/x float truck £465.

1953 Thames 4-ton P6 4-cu.-yd. tipper, £215.

1954 4-ton P6 long-wheelbase truck, £275.

1957 Trader 5-ton 6D long-wheelbase truck, £485.

1956 Thames 4-ton tipper, £325.

1956 DODGE 5-ton tipper, £295.

1956 Thames 6-cu.-yd. tipper, £350.

### HARROW 1031.

OPEN UNTIL

7 P.M. MONDAYS TO FRIDAYS

AND TO

5.30 P.M. SATURDAYS.

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B41

Used Goods Vehicles (contd.)

**FORD AND SLATER, L. TD.**  
**LEYLAND ALBION, SCAMMELL.**  
OFFICIAL TECALEMIT SYNDROMIC AND A.C.L.  
FITTING STATION.  
**TIPPERS.**

**1959** ALBION Clydesdale with York third axle and Leyland 375 engine, 19-ft. by 3-ft. timber drop-side.  
**1955** ALBION Chieftain, 12-ft. 6-in. by 2-ft. alloy drop side.  
**1956** BEDFORD 5-ton A-type, petrol, 12-ft. by 2-ft. steel head sides.  
**1955** BEDFORD 5-ton A-type, P6, 13-ft. 6-in. timber drop side.  
**1958** BEDFORD 6-ton S-type, G.M.C., 14-ft. timber drop side.  
**1958** BEDFORD 7-ton, 14-ft. by 3-ft. timber drop side.  
**1955** LEYLAND Comet Model ECOS2-2R, 12-ft. timber fixed sides.  
**1958** FORD 5-ton HD 6D, 6-cu.-yd. steel drop side.  
**1959** FORD Trader, 7-ton, with 14-ft. by 2-ft. timber tipping body.  
**1957** COMMER 7-ton TS3, 13-ft. by 3-ft. timber drop side.  
**1958** BEDFORD 7-ton S-type 14-ft. timber drop-side tipper, G.M.C.  
**1957** LEYLAND Comet short-wheelbase, fitted with Primrose third axle, 16-ft. by 4-ft. timber fixed side.  
**1958** LEYLAND Comet Model ECOS2-1R, long-wheelbase, 15-ft. by 2-ft. timber drop side.  
**1956** LEYLAND Comet Model ECOS2-1R, 14-ft. by 2-ft. timber drop side.  
**1956** LEYLAND Comet Model ECOS2-1R, 14-ft. by 3-ft. 6-in. alloy drop side.

**PLATFORM.**

**1960** ALBION Chieftain Model CH3 axle 19-ft. timber flat.  
**1955** ALBION Chieftain, 16-ft. 6-in. alloy flat.  
**1959** ALBION Chieftain, 16-ft. alloy-framed timber drop-side body.  
**1956** ALBION Reiver, 22-ft. timber platform.  
**1955** ALBION Reiver, 22-ft. timber platform.  
**1957** BEDFORD 7-ton Comet 350 engine, 16-ft. timber drop side.  
**1957** BEDFORD 7-ton, 300 diesel, 16-ft. timber drop side.  
**1956** BEDFORD 7-ton R6, 16-ft. timber flat.  
**1955** BEDFORD 7-ton petrol, 16-ft. timber flat.  
**1959** MORRIS 7-ton B.M.C., 18-ft. timber drop side.  
**1958** COMMER TS3, 16-ft. 6-in. timber drop side, air brakes.  
**1957** B.M.C.-YORK 6-wheeler, 20-ft. timber flat, recent service engine.  
**1956** COMMER TS3, 16-ft. 6-in. timber drop side.  
**1959** LEYLAND Comet Model ECOS2-4R, 20-ft. timber drop side.  
**1958** LEYLAND Comet Model ECO2-4R, 20-ft. timber flat.  
**1956** LEYLAND Comet Model ECO2-4R, 18-ft. by 2-ft. 6-in. timber drop side.  
**1957** LEYLAND Comet Model ECOS2-4R, 20-ft. alloy and timber flat.

H.P. TERMS TO SUIT YOUR REQUIREMENTS.  
EDBRO AND PILOT TIPPING GEARS FROM STOCK.

**FORD AND SLATER, L. TD.**  
**LEYLAND, ALBION.**  
GWENDOLEN ROAD, LEICESTER.  
Phone 36117, 940-431

**PRICE'S (EARL SHILTON), L. TD.**

ATKINSON, SEDDON AND YORK DISTRIBUTORS.  
**1959** 60 ATKINSON models, L1786X, 8-wheelers, fitted Gardner 6LX engine, double drive, 40 x 8 tyres, fibreglass cab with heater, 24-ft. alloy platform body, prices from £2,450.  
**1955** 57 ATKINSON models L1786 8-wheelers, fitted Gardner 6LW engines, double drive, 24-ft. drop-side and platform bodies, prices from £1,250.  
**1960** FORD Trader tractor, fitted fifth-wheel coupling, 9.00 x 20 tyres, one owner, very sound, £800.  
**1959** BEDFORD J-type, normal control, fitted with Boys third axle, Pilot tipping gear and bulk tipping body, one owner, very sound machine and ready for work.  
**1956** COMMER TS3, fitted Baico extension and 20-ft. platform body.  
**1958** COMMER TS3 prime mover, fitted new engine, air brakes, fifth-wheel coupling also 24-ft. trailer, the whole outfit in good condition and ready for work.  
**1956** FORD 30-cwt. van, fitted 4D diesel engine.  
**1956** 57 FORD 5- and 7-cwt. vans, one owner, from £150.  
**1959** A35 van, one owner, £255.  
**1958** ZEPHYR estate car, one owner, £550.  
**MORRIS** 4 x 4 with winch and crane, £150.  
DEALERS for Austin, Commer, Dodge, Ford, Karrier and Land Rover.

**PRICE'S (EARL SHILTON), L. TD.**  
NEW STREET,  
EARL SHILTON, LEICESTER.  
Phone, Earl Shilton 3321-2-3. 940-288

Used Goods Vehicles (contd.)

**OSWALD TILLOTSON, L. TD.**  
SUMMIT WORKS, BURNLEY.  
Phone 2201-4.  
A.E.C. AUTHORIZED DEALERS.  
MORRIS-COMMERCIAL AND YORK TRAILER DISTRIBUTORS.

DEPOTS AT  
PRESTON STREET, BRADFORD, 7.  
Phone 22377-8-9.

293 LIVERPOOL STREET, SALFORD, 5.  
Phone. Pendleton 2845-6.

KINGSWAY WEST, DUNDEE.  
Phone 66336.

BRYMBO GARAGE,  
NEWCASTLE-UNDER-LYME.  
Phone Newcastle-under-Lyme 51331.

**1960** SEDDON Mk. 15-10 4-wheeler, 5LW engine, air brakes, 21-ft. platform body.  
**1960** COMMER TS3 tractor unit, fitted with Scammell coupling, choice of two.  
**1959** FODEN 6-wheeler, 2-stroke engine, air brakes, 22ft. 6-in. wood platform body, immaculate.  
**1959** DODGE 6-wheeler tipper, Leyland engine, Eaton Hendrickson third axle, 19-ft. 6-in. steel body.  
**1959** GUY Warrior tractor unit, Leyland engine.  
**1958** BEDFORD 7-ton drop-side truck, Bedford engine, 2-speed axle, choice of three.  
**1959** COMMER TS3 6-wheeler, 4-speed gearbox, Boys third axle, 22-ft. platform body, immaculate.  
**THAMES** County, 60 engine, County third axle, 21-ft. platform body.  
**1959** 60 MORRIS-COMMERCIAL 7-ton 6-cylinder diesel engine, 17-ft. 6-in. platform body, choice of three.  
**1959** SEDDON SD4 tractor unit, Cummins engine, 2-speed, fifth-wheel coupling.  
**1957** COMMER TS3 4-speed, air brakes, insulated van body.  
**1959** ATKINSON 4-wheeler, 5LW alloy underframe platform body, immaculate, choice of two.  
**1960** GUY light 8-wheeler, 7.75 engine, 2-speed axle, drop-side body.  
**1960** B.M.C. 7-ton tractor unit, 6-cylinder diesel engine, fifth-wheel coupling.  
**1958** BEDFORD 6-wheeler, Bedford diesel, 2-speed Boys axle, 21-ft. platform body.  
**1956** GUY Invincible 6-wheeler, 6LW engine, 23-ft. platform body.  
**1958** SEDDON tractor unit, 6LW engine, fifth-wheel coupling, air brakes.  
**1955** ALBION Clydesdale tipper, 4-cylinder Albion engine, 15-ft. alloy tipping body, choice of two.  
**1959** BEDFORD 7-ton, 300 engine, 16-ft. 6-in. platform body.  
**1957** BEDFORD A-type long-wheelbase tipper, P6 engine, 20-ft. alloy tipping body.  
**1956** ATKINSON 8-wheeler, 6LW, double drive, 24-ft. platform body.  
**1958** THORNYCROFT Trident 6-cylinder diesel engine, 20-ft. alloy drop-side body.  
**1959** DODGE, Leyland engine, 5-speed, 2-speed axle, 18-ft. platform body.  
**1959** BEDFORD personnel carriers, fitted with Perkins 99 diesel engine.  
**1958** MORRIS-COMMERCIAL LD01 1-ton drop-side truck, 4-cylinder diesel engine.  
**1958** A.E.C. Mercury, 7.75 engine, 5-speed, air brakes, 21-ft. 6-in. platform body.  
**1959** A.E.C. Mustang, twin steer, 7.75 engine, 5-speed, air brakes, 22-ft. 6-in. platform body.  
**1954** ATKINSON 4-wheeler tipper, 3LW Gardner engine, 12-ft. 6-in. all-alloy tipping body.  
**CHOICE** of several 1959-60 Bedford, Dodge and Trader platform lorries.  
**CHOICE** of several alloy van bodies suitable for the bottling trade.

ALL INQUIRIES—PHONE OR CALL.

**USED VEHICLE DIVISION.**  
BURNLEY.  
Phone 2201-4.

PART-EXCHANGE ARRANGED. 940-454

**PARKER AND SON (AUTOMOBILES), L. TD.**

A.E.C. AND DODGE DISTRIBUTORS.  
HEAD OFFICE—  
ST. MARY'S, BEDFORD.  
Phone, Bedford 68694.

OFFER A SELECTION OF THEIR  
**USED STOCK.**

**DODGE** cattle trucks, R6 7-ton long-wheelbase diesel chassis with 2-speed and Baico extension, good condition, choice of several, £600 each.  
**DODGE** 1956 hydraulic diesel tipper, P6, £300.

**AUSTIN** 1959 J2 van, repainted green, extra seats, £1300.  
**COMMER** TS3 1956 platform lorry, 18 ft. reconditioned engine and new braking system 10,000 miles ago, good tyres, £450.

**COMMER** TS1 platform lorries, 18 ft., good tyres, excellent condition, choice of two, 1957 at £550; 1958 at £650.  
**STANDARD** 1959 Atlas 10-12-cwt. pick-up, grey, heater, 22,000, £350.

**LAND ROVERS**, petrol, choice of several from £250.

COMPREHENSIVE SELECTION OF

**USED VANS, PICK-UPS AND TRUCKS.**

IMMEDIATE DELIVERY OF A.E.C., DODGE, FORD, STANDARD AND LAND ROVER COMMERCIAL VEHICLES.

OFFICIAL TECALEMIT AUTOMATIC CHASSIS  
LUBRICATING FITTING STATION.

BRANCHES:  
**CLAPHAM, FENSTANTON, ST. IVES.** 940-110

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**THOMAS S. WHITNEY AND CO., L. TD.**  
MAIN FORD DEALER,  
279-283 SCOTLAND ROAD,  
LIVERPOOL, 5.  
Phone, North 3191 (10 lines).

**1959**, October, 7-ton medium-wheelbase BEDFORD 300 engine steel-body tipper, £550.  
**1957**, December, Thames Trader 7-ton 24-ft. platform, 9.60 x 20 12-ply tyres, £500.  
**1957**, August, BEDFORD 7-ton 300 diesel long-wheelbase tipper, £450.  
**1959**, February, Thames Trader artic. unit, fifth-wheel coupling, £500.  
**1957**, November, 5-ton Thames Trader 4D drop-side, £400.  
**1956**, November, 7-ton long-wheelbase LEYLAND Comet 95 wood-body tipper, £850.  
**1956**, April, 5-ton long-wheelbase Thames 4D drop-side, £300.  
**1955**, November, 7-ton long-wheelbase BEDFORD Perkins high-side wood-body tipper, £375.

**ALWAYS IN STOCK.**

A GOOD SELECTION OF

**USED PLATFORM AND TIPPING TRUCKS.**

**2-7 TONS, FROM £50 UPWARDS.**

ALL READY FOR WORK.

**NEW THAMES TRADERS.**

ALL MODELS IN STOCK INCLUDING THE NEW 7½ WITH 5-SPEED GEARBOX AND OVERDRIVE TOP H.D. 6-WHEEL TIPPING CHASSIS.

**SCAMMELL ARTICULATED UNITS.**

DEMONSTRATIONS GLADLY ARRANGED ON THE ABOVE.

**PLEASE PHONE YOUR REQUIREMENTS.** 940-508

**WHALEBONE MOTORS, L. TD.**

**1958** BEDFORD Comet, fifth-wheel coupling together with 10-ton low-loading trailer, knock-out axle good throughout.  
**LEYLAND** 6-wheel boxvan, 600 engine, double drive.

**FODEN** 6-wheeled boxvan, 6LW Gardner engine, double drive.

**A.E.C.** 8-wheeler, 9.6 engine, air brakes.

**1958** LEYLAND Comet, 20-ft. body, 2-speed axle.

**1957** LEYLAND Comet unit, Scammell coupling, new 25-ft. trailer.

**1952** ATKINSON tractor unit, Carrimore-Scammell coupling.

**SCAMMELL** tractor unit, 40 x 8 tyre equipment, together with Scammell tandem-axle trailer.

**NUMEROUS** trailers in stock.

**WHALEBONE MOTORS L. TD.**

239-241 HIGH ROAD,

CHADWELL HEATH, ESSEX.

Phone, Seven Kings 5282. 940-422

AFTER 6 P.M., ORMSKIRK 4087.

940-364

**CHURCH ROAD MOTORS**

(SOUTHEND-ON-SEA), L. TD.

**1959**, July, DODGE 6-ton 6-vd. diesel tipper, steel drop-side body, completely retired, a super vehicle in every way, bargain, £750.  
**1959** FORD Trader 7-ton truck a specimen vehicle, £875.

**1951** ALBION 5-ton platform truck, 4-cylinder diesel engine, well tired, ex brewery, £275.

**1959** BEDFORD 7-ton tipper, low mileage, one owner, £675.

**IMPERIAL GARAGE**, Hadleigh, Essex. Phone, Southend-on-Sea 557271 (10 lines). 940-665

**E.L.T. BROS., L. TD.**

**1956** FORDSON Thames 4D diesel 30-cwt. lorry, £200.

**1955** FORDSON Thames 4-cylinder petrol 4-ton lorry, £85.

**1955** DODGE 5-ton P6 diesel long-wheelbase lorry, all-alloy body, £285.

**1958** BEDFORD D-type tipper 5-ton long-wheelbase lorry, very clean, £425.

**1956** DODGE 5-ton diesel tippers, 2-speed axles, choice of several from £200.

PART-EXCHANGES AND HIRE-PURCHASE A PLEASURE.

**E.L.T. BROS., L. TD.**

BEDFORD AND VAUXHALL DEALERS,

DEKINS ROAD,

BIRMINGHAM, 25.

Phone, Victoria 2742-3-4. 940-145



## Used Goods Vehicles (contd.)

### HARRY DANDO,

VAUXHALL AND BEDFORD MAIN DEALERS,  
WEST END GARAGE,  
CHIPPING SODBURY, BRISTOL.  
Chipping Sodbury 2277 (four lines).

**YORK** trailers. Full range nearly always in stock.  
20-ton tandem axle up to 27 ft.  
**TRADE** for Gloucestershire, Wiltshire, Somerset, Devon  
and Cornwall.

### NEW VEHICLES.

**A.E.C.** Mustang twin steer chassis and cab, air  
brakes, on 10.00 x 20 14-ply tyres, £3,095.  
**A.E.C.** Mercury, fitted with Rapier 4-yd. high-die  
charge, truck mixer lorry, engine driven  
hydraulic drive, complete for immediate delivery,  
£4,790.

**NEW BEDFORDS.** Super Vega, 41-hp, 300 diesel,  
3-joint mouldings, top sliding windows, glass roof  
quarters, headlight racks, recirculating heater, trimmed in  
red moquette (Firths 426), exterior blue-ivory, ready for  
immediate delivery, £4,122.

**BEDFORD.** Comet engine, KGTCR, rigid 6-wheeler,  
York third axle, 9.00 x 20 12-ply tyres all round,  
2-speed, 5-speed Pilot twin front-ram tipping gear and  
wood drop-side body, £2,816 7s.

**BEDFORD KG52** 12-ton tractor unit, 350 engine, air  
brakes, 2-speed axle, 5-speed gearbox, 9.00 x 20  
12-ply tyres, £1,700 5s.

**LEYLAND.** Super Comet 400 engine, 10.00 x 20 14-ply  
tyres, heater and demister, fitted with up-to-the-  
minute 3-compartment Bulker body, improved high-  
capacity blower, heavy-duty p.t.o., air silencer, all extras  
for bulk deliveries, including two quick-release 10-ft. hoses,  
£4,276 complete in primer.

**HENDS** 30-hp, 20-ft.-in-the-well low-loader with  
Thompson 4-ton winch, £2,197.

### LONG WHEELBASE.

**BEDFORD** 1954 (Dec.) 5-ton A-type long-wheelbase  
platform, petrol engine, in good condition, £250.

**B.M.C.** 1957 diesel rigid 6-wheeler, platform body,  
in good condition throughout, £750.

**BRISTOL** 1953 8-wheeler, long-wheelbase platform,  
£500.

**MAUDSLAY** 1951 8-wheeler, long wheelbase, 24-ft.  
platform body, £375.

**THAMES** Trader 1960 7-ton long-wheelbase platform,  
in exceptionally good condition throughout, £625.

**BEDFORD** 1956 R6 long-wheelbase platform, complete  
with hydraulic sack loader, in outstanding condition,  
£350.

**ALBION** Reiver, 1956 long-wheelbase 6-wheeler,  
aluminium underframe, wood floor, good condition,  
one owner, £600.

### TIPPERS.

**FORDSON** Sussex 1955 6-wheel tipper, P6, steel body,  
suitable for coal or coke, £200.

**THAMES** Trader, 1959, medium-wheelbase, 7-ton diesel,  
fitted with twin front-ram tipping gear and wood  
body, £675.

**THAMES** Trader 6-yd. steel body, 9.00 x 20 tyres,  
latest-type braking, this vehicle is absolutely as new,  
registered but has never carried a load, £1,375.

**A.E.C.** Mammoth Major 8-wheeler, 1954, 9.6 engine  
recently fitted (works reconditioned), 16-ft.  
win wheelbase, double drive, fitted with new Pilot tipping  
gear and wood drop-side body, £2,250.

**LEYLAND** Comet EC02/IR 1954 long-wheelbase wood  
drop-side front-ram tipper, very well maintained and  
in good mechanical condition throughout, £500.

**LEYLAND** Comet EC02-AR 1957 normal-control long-  
wheelbase tipper, Pilot twin-ram gear and wood drop-  
side body, in good condition throughout, £1,100.

**BEDFORD** 1956 5-ton A-type standard wood drop-side  
tipper, P6 engine, in good condition, £375.

**BEDFORD** 1954 R6 5-type standard steel U-shaped-  
body tipper, £285.

**ALBION** 1956 HNT, fitted with Pilot tipping gear and  
wood drop-side body, in exceptionally good condition,  
one owner, £650.

**E.R.F.** 1960, double-drive 6-wheeler, Gardner 6LX  
engine, fitted with wood fixed-side tipping  
body, this machine has been most carefully looked after  
by a fastidious owner-driver and is in as-new condition  
throughout, £3,600.

**THAMES** Trader 1960 7-ton steel-body tipper, recently  
fitted with new 6D diesel engine, good condition  
throughout, £750.

**A.E.C.** 1953 Mammoth Major double-drive 8-wheeler,  
fitted with large-capacity aluminium tipping  
body with detachable extensions to sides, ideal for bulk  
coal, in exceptionally good condition throughout, £1,600.

### TRAILERS AND ARTICULATED.

**BEDFORD** 1957 (December) 10-ton tractor unit, Comet  
engine, in good condition throughout, S.A.E. coupling,  
complete with new York DW2 12-ton 25-ft. platform  
trailer with 2-ft. headboard, £1,350.

**BEDFORD** 1958 10-ton R6 tractor unit, complete with  
S. Scammell 25-ft. platform trailer, on 9.00 x 20 12-ply  
tyres, this vehicle is in exceptionally good condition and  
has good tyres, £550.

**DODGE** 1954 P6 tractor unit, 2-speed axle, complete  
with Carriam 25-ft. semi-trailer with boxvan body,  
£350.

**E.R.F.** 1946 Gardner SLW tractor unit, in ex-  
cellent condition throughout, complete  
with Hands tandem-axle platform trailer, £875.

**DYSON** 8-ton independent trailer, air brakes, this trailer  
is practically unused, £400.

**B.M.C.** 1957 tractor unit, B.M.C. diesel engine,  
£250.

### CRANES.

**RAPIER** 3-ton pneumatic tyres, non-slewing yard crane,  
full castor action steering gear wheels, £600.

### HARRY DANDO,

VAUXHALL MAIN DEALERS,  
WEST END GARAGE,  
CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines). 940-477

## Used Goods Vehicles (contd.)

### LIGHT COMMERCIALS

**1960** Model AUSTIN A55 pick-up, grey, heater, tilt  
bed, 10-12-cwt. CA van, green, heater,  
carefully used, £225.

**1959** BEDFORD CA 12-cwt. van, one owner, choice  
of two, £195.

**1958** BEDFORD CA 12-cwt. van, one owner, excep-  
tional condition, £175.

### HEAVY COMMERCIALS

**1960** AUSTIN forward-control diesel, medium wheel-  
base, 8 cu. yd. metal F.S. tipper, Anthony hoist,  
Autovac brakes, underfloor ram, one owner (cost new  
£1,500), choice of two from £695.

**1960** ALBION Chieftain forward-control diesel,  
8 cu. yd. metal F.S. tipper, one owner, £695.

**1959** August, FORD 6D Trader, 7 cu. yd. drop-side  
metal bodied tipper, 9.00 x 20 tyres, immacu-  
late, £595.

**1959** MORRIS forward-control 1-ton diesel van, one  
owner, £395.

**1959** Registered, B.M.C. 5LK diesel 6-wheel Burton  
double deck hydraulic operated car trans-  
porter, recently reconditioned throughout (cost nearly  
£4,000 new), £1,160.

**1959** FORD 4D 4.5-ton box van (700 cu. ft. capacity),  
Baico extras, one owner, £135.

**1956** ALBION Chieftain forward-control diesel,  
6.7-ton, long-wheelbase Bonalack platform,  
truck, full width wrap-around cab and screen, maroon,  
in immaculate condition, £575.

**1956** FORD Thames 4D 4-cu.-yd. hydraulic tipper,  
bargain, £225.

**1955** November, E.R.F. 6LW 8-wheel D.D. long-  
wheelbase, double-dropside truck, full front cab,  
5-speed box, C licence user, little used since works over-  
haul, £1,175.

**1948** Model A.E.C. 9.6 6-wheel 24-ft. platform truck,  
10.00 x 20 tyres, one owner from new, in 1961  
condition, choice of two from £495.

**ARTICULATED** 23-ft. 3-joint loader boxvan with  
A hydraulic tail lift, fifth-wheel and S.A.E. couplings,  
£350.

**A.E.C.** 7.7 8-wheel long-wheelbase chassis and cab,  
9.00 x 20 tyres, one owner in excellent  
condition throughout, choice of two from £195.

### SIDFORD CAR SALES, LTD.,

98-116 COMMERCIAL ROAD,  
SOUTHAMPTON.

Phone 26872. 940-441

**1957** COMMER 7-ton tipper (choice of two).

**1958** COMMER 7-ton tipper.

**1958** AUSTIN J2-type van.

**1943** E.R.F. tractor 5-cylinder Gardner, good tyres.

**1954** LAND ROVER (petrol).

**1955** AUSTIN 2-3-ton diesel truck, complete with  
fixed canopy.

**SEVERAL** diesel trucks under £275 in good order.

### NEW VEHICLES IMMEDIATE DELIVERY.

SUBJECT TO BEING UNSOLD.

**LEYLAND** Comet Model CS3-12R chassis and cab.

**LEYLAND** Super Comet Model 14SC-11R chassis and  
cab.

**COMMER** 3-ton diesel vans, choice of colour.

**NEWCASTLE (STAFFS) MOTOR CO. LTD.,**

NEWCASTLE ROAD,  
TRENT VALE.

STOKE-ON-TRENT.

Phone, Newcastle (Staffs) 64621-2-3. 940-236

**LARGE** selection of platforms, tippers, artics, cranes  
and trailers. Please send for list.

**HACKETTS DISPOSALS, LTD.,**

ACE OF SPADES GARAGE,  
BUTLEY, NEAR MACCLESFIELD

Phone, Presbury 89643 940-355

**CHARLES CLARK AND SON (COMMERCIAL**

**VEHICLES), LTD.,**

AUSTIN HOUSE,  
CHESTER STREET,  
SHREWSBURY.

LISTED BELOW IS A SELECTION FROM OUR  
SECOND-HAND STOCK.—

**1961** COMMER 15-cwt. van, nominal mileage, side  
loading door, wonderful reduction.

**1958** (Late) AUSTIN 7-ton long-wheelbase drop-side  
truck, reconditioned throughout, on good tyres.

**1960** AUSTIN Gypsy, nominal mileage, well tyred,  
B.M.C. diesel engine, in immaculate order.

**1954** AUSTIN 3-ton long-wheelbase tipper with  
B.M.C. 3.4-litre diesel engine, well tyred, ready  
for work.

**1958** AUSTIN 15-cwt. Omnivan with side loading  
door, painted green, well tyred.

### SPECIAL FEATURE.

**1959** BEDFORD Utilibrake, in immaculate order,  
black and white, well tyred.

**1959** BEDFORD Workbus, in good order through-  
out, painted green, bargain price.

**1958** BEDFORD long-wheelbase van in green.

**1957** BEDFORD van in green. Come and inspect.  
940-166

## Used Goods Vehicles (contd.)

**GARLICK, BURRELL AND EDWARDS, LTD.,**

188 REGENT ROAD,  
LIVERPOOL, 20.

**BEDFORD.** **BEDFORD.**

AT THIS TIME OF THE YEAR WE WISH TO  
EXTEND TO ALL OUR CUSTOMERS THE

COMPLIMENTS OF THE SEASON.

WE OFFER THE FOLLOWING

QUALITY USED VEHICLES.

SUBJECT TO BEING UNSOLD,

THE EMPHASIS THIS WEEK BEING ON

THAMES VEHICLES

TAKEN IN PART-EXCHANGE.

**A** Superb 1960 BEDFORD 5-type 7-ton drop-side truck,  
this vehicle is in absolutely immaculate condition,  
body length is 18 ft. double drum side, 9.00 x 20 tyre  
equipment and must be one of the keenest Bedford used to  
be offered for sale, painted in black and cream, low  
mileage.

**THAMES USED VEHICLES.**

**1960** Thames Trader 7-ton long-wheelbase platform  
truck, fitted heater, screenwash, exterior sun  
visor, chrome front discs, in immaculate condition, choice  
of two.

**1960** Thames Trader 7-ton long-wheelbase platform  
truck, fitted heater, screenwash, exterior sun  
visor, chrome front discs, in immaculate condition, choice  
of two.

**1958** Thames Trader 6D platform truck, good all-  
round condition.

**1958** Thames Trader 6D platform truck, good all-  
round condition.

**1958** Thames Trader long-wheelbase twin-ram tipper  
(to be sold at bargain price).

**1956** FORD 4D platform truck.

**1958** Thames Trader 5-ton 4D platform truck, in  
excellent condition.

**1958** BEDFORD 5-ton long-wheelbase twin-ram  
tipper, J series, 12-ft. 6-in. panelled side body,  
Edbro 4" NX timing gear, £595.

**1957** BEDFORD 8-ton-in. diesel long-wheelbase  
platform truck, choice of two.

PART-EXCHANGES ACCEPTED. DEMONSTRATIONS  
AT YOUR PREMISES. DISTANCE NO OBJECT. AT  
ANY TIME TO SUIT YOUR OWN CONVENIENCE.

**GARLICK, BURRELL AND EDWARDS, LTD.,**

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LIVERPOOL, 20.

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**L. A. MITCHELL (MOTORS), LTD.,**

DODGE DISTRIBUTORS,  
PERKINS DIESEL SIGNHOLDERS.

**1960** Trader articulator, new engine, 10,000 miles,  
latest 2-speed axle, S.A.E. fifth-wheel coupling,  
25-ft. trailer, excellent condition throughout, £1,195.

**1958** DODGE chassis and cab, Leyland engine, very  
clean vehicle, £700.

**1** BALHAM HIGH RD., S.W.12. Phone, Kelvin 2234.  
940-101

### COUNTY GARAGE CO., LTD.,

LOWTHER STREET,  
CARLISLE.

Phone 24234.

### MAIN FORD DEALERS.

OFFER FULL TRUCK SERVICE.

\* WORKSHOPS 24 HOURS.

\* TRADERS EX STOCK.

\* QUALITY USED TRUCKS.

**1958** BEDFORD 7-ton long-wheelbase tipper, as new,  
£675.

**1957** B.M.C. 7-ton long-wheelbase truck, £450.

**1959** Trader 6-wheel, drop-side body, £1,000.

**1958** Trader 7-ton, 21-ft. body, reconditioned, £585.

AND MANY OTHERS FROM £150.

YOU CAN COUNT ON

THE "COUNTY."

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**1958** BEDFORD 15-cwt. Luton van, full translucent  
fibre glass roof, 7 ft. interior height, taxed,  
£285.

**1959** FORD 10-12-cwt. van, heater, excellent  
condition, taxed, £230.

**1949** BEDFORD 29-seater Duple Vista coach, certifi-  
cate of fitness 1962, shortly available, seen by  
appointment.

**CAREY AND LAMBERT, LTD.,**

AUSTIN COMMERCIAL DISTRIBUTORS,

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Southampton 28801.

940-219

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### Used Goods Vehicles (contd.)

**TILBURY'S (SOTON), LTD.,**  
CENTRAL STATION, BRIDGE ROAD,  
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Phone 24731.

SEDDON DIESEL DISTRIBUTORS.  
COMMER-KARRIER MAIN DEALERS (HEAVY).  
PART-EXCHANGES AND H.P. TERMS.

- 1957** BEDFORD 7-ton, fitted with a Leyland engine, fitted with 9.00 x 20 tyres, alloy frame, wood floor, 18-ft. platform body.
- 1957** COMMER TS3, fitted with 9.00 x 20 tyres, air brakes, 18-ft. 6-in. platform body, one with canopy over roof, choice of three from £375.
- 1954** BEDFORD, recently fitted with replacement Perkins R6 engine and drop-side body, good condition throughout.
- 1953** SEDDON diesel Mk. VII, recently fitted with Perkins P4 engine, insulated van body, one owner, good condition.
- 1955** SENTINEL light 6-wheeler, fitted with 24-ft. platform body and tailboard, above average condition.
- 1950** MAUDSLAY, fitted with A.E.C. 7.7, fitted with an aluminium body, fitted with complete towing attachment, good.

ALWAYS IN STOCK.

DIESEL-ENGINED VEHICLES FROM STOCK.  
**£100-£200.** 940-310

### HILLS.

- 1955**, December, THORNYCROFT Sturdy Star box-van, ex-C licence operator, £525.
- 1959**, November, SEDDON 6-wheel 24-ft. flat, Leyland 375 engine, 10.00 x 20 tyres, £1,750.

CONFIDENTIAL H.P. TERMS ARRANGED.

**HILLS DIESELS, LTD.,**

PORT STREET, PICCADILLY, MANCHESTER, 1.  
Central 1341. 940-190

**E. J. BAKER AND CO. (DORKING), LTD.,**

BIRCHETT ROAD, ALDERSHOT.  
Phone, Aldershot 24242-5.  
AFTER 6 P.M., 20803.

- 1953**, May, SEDDON 3-ton boxvan, £125.
- 1955**, January, SEDDON 3-ton boxvan, £150.
- 1955**, FODEN 6-ton, 4LK Gardner engine, drop-side truck, £425.
- 1955**, THORNYCROFT 8-ton drop-side truck, Burtonwood 3-ton tail lift, all good tyres, £255.
- 1955**, GOOD selection of BEDFORD CA 10- and 15-cwt. G vans and utilities from £100. 940-295

### VIGO MOTORS.

- 1959** STANDARD 15-cwt. van.
- 1959** BEDFORD 15-cwt. van.
- 1955** BEDFORD 10-cwt. van.
- 1959** BEDFORD Workobus.
- 1960** Workobus.
- 1959** BEDFORD 15-cwt. Luton van.
- 1959** BEDFORD 5-ton truck, petrol engine.
- 1958** 5-ton tipper, diesel engine.
- 1953** 5-ton tipper, diesel engine.
- 1957** MORRIS 5.7-cwt. van.

**VIGO MOTORS**, Walmer Rd., W.10, Ladbroke 3051. 940-105

- 1961** Trader 6-wheeler drop-side tipper.
- 1961** 7-ton Trader long-wheelbase, alloy body, 8,000 miles only.
- 1957** 6D Trader short-wheelbase tipper.
- 1955** AUSTIN 3-tonner diesel drop-side body.
- 1953** LEYLAND Octopus 8-wheeler, 19-ft. treble drop-side tipper.

**RELIANCE GARAGE (NORWICH), LTD.,** Heigham St., Norwich. Phone 28911-5. 940-115

**J. A. SHALL AND SON (ENGINEERS), LTD.,**

WINDLE CITY GARAGE,  
MOSS BANK ROAD,  
ST. HELENS.  
Phone, St. Helens 6381.

- 1960** Thames Trader 108-in. wheelbase steel-body tipper, £485.
- 1959**, November, Thames Trader 160-in. wheelbase, double-drop-side truck, 8.25 x 20 12-ply tyres, £575.
- 1957** Thames Trader 5-ton U-shaped tipper, £450.
- 1956** B.M.C. 7-ton power steering, 2-speed axle, £575.
- 1957** SEDDON diesel tipper, drop-side body, Fibreglass cab, very clean, £595. 940-229

B44

### Used Goods Vehicles (contd.)

**THE MILLBURN ORGANIZATION**  
EXTEND TO OUR MANY FRIENDS  
SEASON'S GREETINGS  
AND ALL GOOD WISHES FOR  
**A HAPPY AND PROSPEROUS NEW YEAR**  
NO MOTOR AUCTION SALE IN JANUARY, 1962.  
NEXT SALE, THURSDAY, FEBRUARY 1, 1962.  
**THE MILLBURN ORGANIZATION,**  
GLASGOW, PRESTON, CARLISLE. 940-449

**SOUTHERN COUNTIES GARAGES, LTD.,**  
CRAWLEY, SUSSEX.

- A** GENTS for Austin, Ford and Standard commercials; a large selection of new and used vans and trucks always in stock.
- N**EW Thames Trader 4-ton drop-side truck, 152-in. wheelbase.
- N**EW AUSTIN 4-ton 404 forward-control chassis-cab, diesel.
- N**EW AUSTIN 702 forward-control 7-ton chassis-cab, 120-in. wheelbase.
- 1960**, May, AUSTIN 702 diesel with 7-cu.-yd. tipping body, also fitted with 9.00 x 20 tyres, cab heater and flashers, 25,000 miles, £895.
- 1959**, Thames 2-ton van with 4D engine, £425.
- 1959**, December, AUSTIN 7-ton diesel, platform truck, 2-speed axle, power steering and heater.
- 1959**, Thames Trader 7-ton short-wheelbase tipper, metal body and heater.

**CRAWLEY 20191 (SIX LINES).** 940-338

### IDEAL GARAGE,

MICHELDEVER,  
COMMERCIAL VEHICLE CENTRE ON A33.  
SALES WITH 24 HOURS SERVICE.

- 1959** KARRIER Bantam boxvan with double sliding sides, 18,000 miles, only £555.
- 1957** FORD Thames normal-control 4-ton 4D, 14-ft. 6-in. double drop side with bolster, £255.
- THREE** COMMER EDV, 1959, 1957 and 1956, from £125.

FOR MORE DETAILS OF OUR STOCK

**PHONE, MICHELDEVER 313.** 940-411

- N**EW LEYLAND Beaver tractor chassis-cab, with P680 engine and fifth-wheel coupling.
- N**EW LEYLAND Comet CS3 tipper, Pilot gear and 12-cu.-yd. alloy body.
- N**EW ALBION Super Reiver Model RE29AN chassis-cab.
- N**EW ALBION Reiver Model RE25AN chassis-cab.
- N**EW ALBION Reiver Model RE27AN chassis-cab.
- N**EW ALBION Chieftain Model CH3AXL chassis-cab.
- N**EW SCAMMELL 23-ft. 10-ton platform trailer.
- N**EW BEDFORD TW diesel 4-ton drop-side truck.

- 1957**, October, BEDFORD Luton van, approximately 1,500-cu.-ft. passenger chassis with Leyland engine, in very good condition.
- 1955** LEYLAND Octopus long-wheelbase platform truck.
- 1947** BRISTOL 31-seater buses.
- 1947** LEYLAND 31-seater coach.

**JEFFREYS COMMERCIAL MOTORS.** Phone, Swansea 72415 (three lines). 940-273

- 1955** LEYLAND Octopus, overdrive, platform 25-ft., bargain, £785. Dyson 4-wheel 8-ton drawbar tipping trailer, £225. Walker and Son (Hauliers), Ltd., Ollerton Rd., Tuxford, Newark, Notts. 940-6057

### MAYDAY MOTORS, LTD.

DODGE DISTRIBUTORS.

**EARLIEST DELIVERY ALL MODELS.**

- N**EW Thames Trader 7-ton 6D diesel tipper, steel body, immediate delivery, choice of two, £1,450.
- N**EW AUSTIN 1-ton petrol van, primer, £716.
- 1958** DODGE 8-ton forward-control, 3144 BY, 8-tyd. tipper, Leyland engines, choice of two from £875.
- 1956** DODGE 6-ton diesel 6-tyd. tipper, 103 AP6 wooden body, £395.
- 1950** DODGE 5-ton diesel Luton van, fitted Ford 4D engine, £200.
- 1959** Thames Trader 6D 7-ton tipper, choice of two, £475.
- 1959** Thames Trader 6D 7-ton long-wheelbase platform truck, alloy body, £595.
- 1958** Thames Trader 4D 5-ton long-wheelbase platform truck, £410.
- 1960** TROJAN 25-cwt. van, diesel P3, £425.
- 1954** ALBION tipper, 7-tyd. steel body, £325.
- 1958** AUSTIN A101 forward-control, £165.
- 1958** BEDFORD CA van, 10-12 cwt., 6,000 miles only, £310.

**MAYDAY RD.** Thornton Heath, Croydon. Thornton Heath 3473-4-5. 940-307

### Used Goods Vehicles (contd.)

#### USED UNITS.

- 1959** AUSTIN B.M.C. chassis-cab, fitted 5.1 B.M.C. engine.
- 1959** A.E.C. 6-wheel Mammoth Major, A.E.C. 7.7 6-cylinder diesel engine.
- 1958** FORD Trader van, Ford 6D 6-cylinder diesel engine, Tasker 10-ton low-loader trailer coupling, 16 ft.
- 1957** DODGE Kew diesel tipper, Perkins P6 6-cylinder.
- 1956** BEDFORD long-wheelbase platform, Perkins R6 6-cylinder diesel engine.
- 1956** THORNYCROFT Sturdy Star, TR6 6-cylinder diesel engine.
- 1949** LEYLAND 8-wheel platform vehicle, Leyland Q600 engine.
- 1948** MAUDSLAY Mogul short-wheelbase tipper, A.E.C. 7.7 diesel engine.
- 1943** AUSTIN 6-wheel platform vehicle, Gardner 6LW engine.

SEND for detailed, priced list of all our vehicles.

#### USED UNITS.

WHITTLEFIELD,  
BURNLEY, LANCs.  
Phone 2262. 940-442

- 1960** Trader artic. unit, £770.
- OR** with 22-ft. trailer, £1,100.

- 1958**, October, Trader 7-ton 6-tyd. drop-side Anthony tipper, one owner, £595.

**PERCY HENDY, LTD.,**

VINCENTS WALK, SOUTHAMPTON.  
Phone 28331.  
THAMES HOUSE, CHANDLER'S FORD.  
Phone 2271. 940-239

### PRALLS (HEREFORD), LTD.,

COMMERCIAL VEHICLE SPECIALISTS.

**ATKINSON, AUSTIN, FORD, DODGE.**

- N**EW Thames Trader 7½-ton diesel 138-in. wheelbase chassis-cab, fitted with Edbro twin ram tipping gear and 12-ft. 6-in. all-steel 10-cu.-yd. body, 9.00 x 20 tyres, immediate delivery.
- 1960** 7-ton Thames Trader diesel 16-ft. 6-in. drop-side body, 8.25 x 20 tyres.
- 1959** 7-ton AUSTIN diesel, 18-ft. drop-side body, power steering, 9.00 x 20 tyres.
- 1959** 7-ton FORD Trader diesel 20-ft. platform lorry, 9.00 x 20 tyres, 2-speed axle.
- 1958** 7-ton BEDFORD diesel, Leyland engine, 17-ft. 6-in. drop-side body, 9.00 x 20 tyres.

**PRALLS (HEREFORD), LTD.,**

HOLMER ROAD,  
HEREFORD.  
Phone 4221. 940-476

- SEDDON** 1959 (November) 6-wheel 24-ft. flat, Leyland engine, Seddon 3-ton boxvan, 1954, £200. A.E.C. Mercury 8½-ton 22-ft. flat, £850. Commer P6 drop-side truck, 3-4-ton, £285. Atkinson short-wheelbase tipper, £245. 1958 Bedford 7-ton truck, 300 diesel, 2-speed axle, £495. 1954 Bedford 7-ton R6 chassis and cab, £175. 1958 Bedford 6-ton 300 diesel, flat, £450. 1958 Bedford 7-ton short-wheelbase tipper, £375. 1956-57 Bedford 7-ton flats from £150. E.R.F. 7-ton flats, Gardner and A.E.C. engines, cheap to clear, 1954 Ford 4D truck, £195. 1949-51 Seddon 6-ton flats from £100. Sentinel 7-ton flat, £450. 1955 (December) Thornycroft 5-6-ton coachbuilt van, £525. Bedford P6 articulated flat, £195. Guy Otter Luton van, 1953, £325. Bedford Luton van, diesel, choice of three, from £225. No reasonable offer refused. H.P. part-exchanges arranged. Henry Eaton, Ltd., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 940-200

- 1959** B.M.C. 7-ton 7-cu.-yd. short-wheelbase tipper. Pilot body with double underfloor gear and Eaton 2-speed axle, £775.
- 1959** FORD 7-ton Trader, 160-in. wheelbase, with drop-side truck body, £650.
- 1959** FORD 7-ton truck, £650.

**GILBERT RICE, LTD.,** 2-14 Worthing Rd., Horsham. Horsham 4331. 940-95

### PETERBOROUGH ENGINEERING CO., LTD.

- 1960** BEDFORD J 300 tractor with Scammell drop-side semi-trailer, very clean and well shod, £900.
- 1958** ALBION Chieftain Model CH3L with light-alloy platform body, clean, choice of two, £850.
- 1957** DODGE 100P6 long-wheelbase tipper, c/w beet raves, etc., twin-ram gear, clean, one owner, £495.
- 1957**, Two BEDFORD S long-wheelbase, with Leyland Comet engine, suitable for spares, each £325.
- 1956** LEYLAND ECOS2-4R platform truck with straw rack, one owner, £550.
- 1956** B.M.C. 7-ton long-wheelbase drop-side truck, clean and well shod, £425.
- 1955** A.E.C. Mercury Mk. 1, light-alloy platform, £650.
- 1955** ALBION Reiver with 23-ft. light-alloy drop-side body, one owner, £625.
- 1956** DODGE 105P6 long-wheelbase tipper, choice of two, each £250.

**36-42 EYE ROAD.**

**PETERBOROUGH.**  
Phone 66161. 940-468

## ATKINSON VEHICLES (SCOTLAND), LTD.

CARLISLE ROAD,  
AIRDRIE 2881-2.

**NEW** ATKINSON 8-wheeled double drive, fitted Gardner 6LX 6-speed gearbox, air brakes, chassis and cab.  
**NEW** ATKINSON 4-wheeled tractor unit, 6LX diesel engine, 6-speed gearbox, double helical axle complete with fifth wheel plate.

**NEW** ATKINSON light 6-wheeler, fitted SLW, 5-speed gearbox, suitable for 19-ft. tipper.

**1958** ATKINSON 8-wheeled tipper, double-drive, 6LW. Pilot under-floor gear, automatic lubrication, 25-cu.-yd. body.

**1958** ATKINSON SLW twin-steer, 23-ft. platform, 10.00 x 20 tyre equipment.

**1954** E.R.F. twin-steer, fitted SLW, 21-ft. platform.

**1954** E.R.F. 4-wheeled 21-ft. platform, fitted SLW.

**E.R.F.** Tractor, fitted 6LW, fifth wheel plate.

**E.R.F.** Tractor, fitted SLW, fifth wheel plate.

**TWO** transporters, 40-50 tons, 24 wheels, air brakes, as new, £1,000 each.

**NEW** Tandem Northern trailer, 27-ft. platform, 10.00 x 20 tyres, air brakes.

**NORTH OF SCOTLAND REPRESENTATIVE:**

MR. A. LITHGOW,  
Phone, Aberdeen 41051. 940-479

## BENTLEY BROS. (SHEFFIELD), LTD.

VAUXHALL-BEDFORD MAIN DEALER,

71 THE WICKER, SHEFFIELD, 3.

Phone 29281.

**1958** BEDFORD 5-ton normal-control 300-cu.-in. diesel long-wheelbase chassis and cab, good tyres, ready for immediate use, £395.

**1958** Thames Trader 5-ton long-wheelbase diesel drop-side truck, Eaton 2-speed axle, 8.25 x 20 12-ply tyres, low mileage, excellent in every detail, £450.

**1958** BEDFORD 7-ton long-wheelbase forward-control drop-side truck, 300-cu.-in. diesel, 8.25 x 20 12-ply tyres, one local owner, fit for years of work, £525.

**1957** DODGE 7-ton diesel long-wheelbase twin-ram tipper, wooden body, Eaton 2-speed axle, 9.00 x 20 12-ply tyres, owner-driven from new, immaculate, £525.

**1956** BEDFORD 7-ton long-wheelbase drop-side petrol truck, 9.00 x 20 tyres, Eaton 2-speed axle, £130.

**H.P.** Facilities can be offered on all the above vehicles. 940-499

**1959** Trader 7-ton 6D 7-cu.-yd. steel body tipper, 2-speed axle, choice of two, £550 each.

**1960** Trader 5-ton 6D 7-cu.-yd. drop-sided steel body, choice of three, £650 each.

**1960** Trader 7-ton long-wheelbase tipper, 10-cu.-yd. steel body, twin tipping ram, as new, £450.

**1960** (Late) BEDFORD 5 6-wheeler, platform body, Comet engine, excellent condition, £900.

**1960** BEDFORD 7-ton tipper, 300 engine, 8-cu.-yd. steel body, 2-speed axle, £750.

**1961** BEDFORD 6 1/2-ton tipper, 300 engine, 7-cu.-yd. steel body, as new, £800.

**1956** COMMERCIAL TS3 long-wheelbase tipper, double-drop-sided steel body, very clean, £450.

**1959** Trader 5-ton 6D engine, 6-cu.-yd. drop-sided steel tipping body, £425.

**1959** November, COMMERCIAL 7-ton TS3 tippers, 8-cu.-yd. drop-sided bodies, air brakes, choice of four, £700 each.

**1958** November, BEDFORD 5-type tipper, 300 engine, 10-cu.-yd. steel body, 2-speed axle, very clean, £450.

**W**INCHESTER MOTORS (LEYTON), LTD., 129-133

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**1950** Willys JEEP, M.O.T., £75.

**1958** FORD Thames 7-cwt. van, £210.

**1958** FORD Thames 4-ton 4D truck, very good condition, £425.

**1958** DODGE 6-ton tipper, good condition, £375.

**1955** BEDFORD Workabus, 12-seater, new engine (not fitted), £200.

**1958** BEDFORD Dormobile caravan, two berths, £400.

**1957** BEDFORD 7-ton long-wheelbase drop-side truck, £425.

**1958** AUSTIN 15-cwt. Omnivan, good condition, £285.

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**1952** FODEN 8-wheeler, 2-stroke engine, 24-ft. flat alloy body, good tyres.

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**1955** A.E.C. Mercury Mark 1 tipper.

**1950** ATKINSON 8-wheeler, flat platform.

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**D**ICKINSON AND ADAMS, LUTON, LTD., Leagrave Rd., Luton, Beds. offer:—

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**845**



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COMMER 15-cwt. van, diesel.

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940-119

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FOR FLEETS OF

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NEW COMMER 6-wheel coal tipper, 9.00 x 20 tyres.

5-speed gearbox, air brakes, heater and flashers.

NEW COMMER 7-ton diesel, 13-ft. 6-in. wheelbase, chassis and cab, 9.00 x 20 Michelin X tyres, 5-speed gearbox, air brakes, flashers and heater.

NEW COMMER 7-ton diesel, 11-ft. 9-in. wheelbase, chassis-cab, 5-speed gearbox, air brakes, flashers and heater.

NEW COMMER 7-ton diesel, 9-ft. 7-in. wheelbase, chassis-cab, 4-speed gearbox.

NEW COMMER 30-cwt. super-capacity van, choice of diesel or petrol.

NEW COMMER 15-cwt. van, choice of diesel or petrol.

FANTASTIC allowances on your old vehicle.

OUR EASY PAYMENT SYSTEM IS ALWAYS

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IF it's DODGE sales, spares and service, Mitchell's your

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940-78

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WE operate a comprehensive commercial vehicle and

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KEEN part-exchange prices.

COMPETITIVE terms quoted for hire-purchase facilities.

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**New Goods Vehicles (contd.)**

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Phone, Cro 6011.

**THAMES** Trader 7-ton 160-in. long-wheelbase 6D truck.  
**THAMES** Trader 75 6D 138-in.-wheelbase chassis-cab.  
**THAMES** Trader 75 6D 160-in.-wheelbase chassis-cab.  
**TRADER** 7-ton 6D 108-in.-wheelbase Edbro drop-side tipper, 9.00 x 20 12-ply tyres.  
**TRADER** 5-ton 152-in.-wheelbase truck.  
**THAMES** Trader 6 x 2 160-in.-wheelbase 6D chassis-cab, 9.00 x 20 tyres.  
**THAMES** Trader 6 x 2 182-in.-wheelbase 6D chassis-cab, 9.00 x 20 tyres. 940-96

**PRICE'S**, Earl Shilton, main dealers for Ford. Phone, Earl Shilton 3321 and 3249, Leicester. 940-74

**7-TON** 6D Trader, also new 15-cwt. FORD Thames with side loading door; immediate delivery. Perkins Garages, Ltd. Leytonstone 3366. 940-56

**NOW** three years to pay on all FORD models from Dispatch Motors, London's liveliest Ford main dealer, Southwark Bridge Rd., S.E.1, Waterloo 4959. 940-732

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**TRADER** 7½-ton 160-in.-wheelbase 6D diesel chassis-cab.  
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**TRADER** 7½-ton 138-in.-wheelbase 6D diesel chassis-cab.  
**TRADER** 4-ton 4-cylinder diesel 152-in.-wheelbase low frame fitted with Luton van body.

**HARROW 1031.** 940-48

**5-TON** Trader 152-in.-wheelbase 6-cylinder diesel chassis-cab, 5-speed (overdrive) gearbox, list price.  
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43-45 ACRE LANE, BRIXTON, S.W.2.  
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**OFFER IMMEDIATE DELIVERY**  
OF NEW  
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3-, 5-, 7- and 7½-TON CHASSIS-CABS AND TRUCKS.  
EARLY DELIVERY ALL OTHER MODELS.  
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Phone 451-2-3 and 759.

**NEW FORD** Traders, trucks, tippers, delivery from stock. 50 new Ford Traders always in stock.  
**TIPPER** gears and steel bodies fitted while you wait, any make of commercial vehicle supplied. 940-429

**TRADER** 7-ton long-wheelbase truck, list price. FORD Thames 15-cwt. van in green, list price. Broadway Service Station, Wickford. Phone 2155. 940-237

**THAMES** Trader, all models, for immediate or early delivery. Let us quote you.  
**COOMBS SERVICE STATION** (FORD main dealers), By-pass Rd., Guildford. Phone 62962. 940-291

**New Goods Vehicles (contd.)**

**FORD** 5-cwt. van, green, immediate delivery. M.E.T. Garage, Maida Vale 4801-2-3, Maida Vale 7082. 940-484

**GUY**  
**WIGGS AND SONS, LTD.**, for GUY sales, spares and service. 179a Peckham Park Rd., S.E.15. New Cross 1241. zzz-627

**MAYS MOTORS (ELSTEAD), LTD.**, distributors for GUY vehicles, Surrey and Sussex. Phone, Elstead 2147 and 3255. For immediate delivery, Guy Warrior 8-wheel 17-ft. 9-in. chassis and cab. 940-6095

**NEW GUY** Warrior light 8-wheel tipper, A.E.C. engine, Edbro gear, steel fabricated body, 21-cu.-yd., 17-ft. 9-in. wheelbase, for immediate delivery, Mortons Garage, Ltd., Binley Rd., Coventry. Phone, Coventry 53554. 940-149

**LEYLAND**  
**J. H. SPARSHATT AND SONS**  
(SOUTHAMPTON), L.T.D.,  
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REDBRIDGE, SOUTHAMPTON.  
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**NEW**  
**LEYLAND**  
**AND**  
**ALBION VEHICLES.**  
PART-EXCHANGES WELCOME. zzz-718

**ARLINGTON MOTOR CO., L.T.D.**  
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**LEYLAND, ALBION, SCAMMELL.**  
IMMEDIATE delivery LEYLAND Super Comet, Model 145C-14AR, option of Eaton 2-speed or Albion axles.  
**LEYLAND** Comet, Model CS3-13R, Eaton 2-speed axle.  
**LEYLAND** Beaver tractor unit.  
**LEYLAND** Comet, Model CS3-12R, Albion axle, Pilot 8-cu.-yd. body and gear.  
EARLY DELIVERY MOST OTHER MODELS.  
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**BODY-BUILDING SPECIALISTS.** 940-102

**GROVEBURY COMMERCIALS, L.T.D.**  
GROVEBURY ROAD,  
LEIGHTON BUZZARD.  
Phone, Leighton Buzzard 2192.

**IMMEDIATE DELIVERY.**  
**NEW** LEYLAND Octopus Model 240-9R.  
**NEW** LEYLAND Comet Model CS3-13R. 940-233

**FLEET MAINTENANCE AND SALES, L.T.D.**  
(AUTHORIZED DEALERS AND REPAIRERS).  
IMMEDIATE DELIVERY.  
CS3-13R 20-FT. FLAT PLATFORM.  
CS3-12R TIPPER CHASSIS.  
EARLY DELIVERY ALL MODELS.  
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MIDLAND COUNTIES DISTRIBUTORS.  
SPECIALIZED SERVICE BY WORKS ENGINEERS.  
LARGEST STOCK OF SPARES IN THE PROVINCES.  
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Early delivery of all models.  
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**New Goods Vehicles (contd.)**

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COMMERCIALS.  
**FINCH STREET,**  
DEPTFORD HIGH STREET,  
S.E.8.  
Phone, Tideway 4441-2-3. zzz-978

**MORRIS-COMMERCIAL**  
**EAST GREENWICH GARAGE, LTD.**, have for early delivery all models including the new 12-cwt. and 18-cwt. diesel vans. Service after sales assured. Trafalgar Rd., London, S.E.10. Gre 4881. 940-62

**STEWART AND ARDERN, L.T.D.**  
LONDON DISTRIBUTORS OF  
**MORRIS-COMMERCIAL,**  
MORRIS-COMMERCIAL HOUSE,  
QUEENSBURY ROAD,  
NORTH CIRCULAR ROAD,  
WEMBLEY, MIDDLESEX.  
Alperton 2121.  
AND AT  
ACTON, STAINES, HARROW, GOLDERS GREEN,  
TOTTENHAM, DALSTON, ILFORD, SOUTHEM,  
CATFORD, CROYDON, SUTTON. zzz-897

**WRAY PARK GARAGES, LTD.** Regate 2263-4-5-6.  
Distributors for East Surrey, part Sussex. 940-994

**THE CRAWLEY DOWN GARAGE, LTD.**, Snow Hill, near Crawley, Sussex. Cophorne 109-110.  
**RETAIL** dealers in MORRIS-COMMERCIAL, have in stock—  
**MORRIS** 3-ton FG diesel lorry, immediate delivery. 940-289

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**SPARSHATTS (METAL BODIES), L.T.D.**  
MILLBROOK TRADING ESTATE,  
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**NEW**  
**SCAMMELL VEHICLES,**  
ALL TYPES.  
EX STOCK.  
PART-EXCHANGE WELCOMED.

**ALL TYPES OF BODYWORK AVAILABLE.** 940-240

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**PRICE'S**, Earl Shilton. Main distributors for SEDDON. Phone, Earl Shilton 3321 and 3249, Leicester. 940-76

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SEDDON DISTRIBUTORS, PERKINS SIGNHOLDERS.  
ALL MODELS PROMPT DELIVERY.  
**HARROW ROAD,**  
LEYTONSTONE, E.11.  
Phone, Maryland 3381-2. zzz-970

**COTTEE AND EDWARDS (1939), LTD.**, Castle Boulevard, Nottingham. Phone 46674. Distributors for Nottinghamshire. Full range of spares available. Service and sales. zzz-929

**HALLS (FINCHLEY), L.T.D.**  
886-902 HIGH ROAD,  
NORTH FINCHLEY, N.12.

**SEDDON** diesel vehicles. Full range new freighters, tippers, tractors, with Perkins or Leyland engines for payloads 1-12 tons. Gardner and Cummins powered rigid and articulated and multi-wheelers up to maximum legal gross vehicle weights. Hire-purchase, part-exchange.  
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STANDARD commercial-vehicle distributors.

IMMEDIATE delivery offered:—

**A**TLAS Major vans, now offered at £450, and the Atlas Major pick-up, £520.  
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**N**EW TROJAN 20-cwt. and 25-cwt. vans, personnel wagon and rural bus; full range of spares and first-class service from  
**W**ILLIAMS MOTOR CO. (MANCHESTER), LTD.,  
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 8781-5 for all information. 222-615

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## New Goods Vehicles (contd.)

## UNCLASSIFIED

**A**LBION, new single- and double-driver Reiver, ex stock.  
**L**EYLAND new CS3-13R chassis and cabs, ex stock.  
**P**ETERBOROUGH ENGINEERING CO., LTD., 36 Eye Rd., Peterborough. Phone 66161. 940-467

## PASSENGER VEHICLES FOR SALE AND WANTED

## USED PASSENGER VEHICLES

## A.E.C.

A.E.C. A very special sale:—

**1961** A.E.C. Reliant Siesta 41-seater full-luxury coach, registered June, 1961, 7,600 miles only, virtually brand new, this superb latest type coach is finished in red and very light grey, with red moquette trim, front entrance door, fitted air brakes, automatic lubrication, heater and many other extras, cost new £5,020, this coach is offered at the lowest ever price of £4,995.  
**W**. S. YEATES, Derby Rd., Loughborough. Phone 4321. 940-272

**1951** A.E.C. coach in good condition. £350.

**B**ROWNHILLS MOTOR SALES, Watling St. (A5), Brownhills, Staffs. Phone, Brownhills 2525-6-7. 940-437

## AUSTIN

**1959** AUSTIN Omnicoach, white-green, heater, flashers, £365. H. Taylor and Co., Elmbridge 081. 940-221

## BEDFORD

**1950** BEDFORD Vista, heavy-duty motor, Formica paneling, high-back seats, recently retrimmed, fitted heater and radio, red moquette, black top, red body, very smart little coach, certificate of fitness 1963, in really good order, and well shod, £575. H.P. arranged. Central Coaches, North St., Uppingham, Rutland. Phone 3201. 940-89325

**B**EDFORD (petrol) Duple, 1959, genuine 34,000 miles, interior red, exterior red and cream, heaters, radio, recessed mat, Formica panels, K-type moulding, price £1,500; this machine has to be seen to be appreciated.  
**S**COOT SERVICE STATION, North Road Garage, Newbridge, Mon. Phone, Newbridge 339. 942-6088

**B**EDFORD Vista, high-back seats, very clean, far above average all round, first reasonable offer accepted. Killick and Vincent, Dallington, Heathfield, Sussex. 940-33

**1959** SB3 Duple Super Vega, 41 seats, red and cream exterior, red moquette seats, excellent condition, £2,150. Also 1958 SB3 Duple Super Vega, 41 seats, cream exterior, red moquette seats, excellent condition, £2,000 or £4,250 for the two. Godfrey Abbott Motor Tours, Ltd., 264 Manchester Rd., West Timperley, Cheshire. Phone, Sale 5946 or 5025. 941-6100

**1952** BEDFORD Duple 35-seater, recertified, blue-yellow exterior repainted, red interior, has been used on high-class touring, attractive coach for small operator. £1,075. Swinard's, Folkestone 51074. 941-6107

## V. C. COLEMAN,

166 MAIN ROAD,  
 SUNDRIDGE, KENT.  
 Brasted 291.

**B**USINESS of long standing with office, etc., good parking for coaches, lorries and cars, approximately eight acres of freehold land, frontage 600 ft. Write or phone as above, also Orpington 20824. 940-242

**1957** SB3 BEDFORD Duple 41-seater luxury coach, certificate of fitness to 1964 and finished in red and cream exterior colours with red interior upholstery, etc., heater, wheel trims, excellent order throughout, offers.

**1952** BEDFORD 33-35-seater Duple, blue exterior, red interior, very clean and useful vehicle, certificate of fitness to 1962, best offer secures.

**T**HESE vehicles must be sold.

**L**AMBERTS OF KINGSTON, LTD., 140a London Rd., Kingston-upon-Thames, Surrey. Phone, Kingston 7700 (20 lines), or after hours, Molesey 6949. 940-112

**B**EDFORD P.S.V. 12-seater Martin Walter forward-facing seats, first registered new 1959, certificate of fitness, new tyres and battery, heater, green and cream with red p.v.c. upholstery, £550.

**T**OWER HILL GARAGE, A40, Witney, Oxon. Phone 100. 942-6112

## Used Passenger Vehicles (contd.)

**1961** BEDFORD 41-seater Duple diesel, £3,350; 1959 Bedford 41-seater Plaxton diesel, £2,950; 1959 Bedford 29-seater Duple Vista, £1,350.  
**C**ONWAY HUNT, LTD., Brook Rd., Ottershaw, Phone, Ottershaw 461, day and night. 940-131

## TOM BYATT (STOKE), LTD.,

VAUXHALL AND BEDFORD MAIN DEALERS.

**1960** BEDFORD petrol 8-ft. Duple Super Vega coach, exterior green and grey, in first-class condition, one owner, certificate of fitness 1967; choice of two, £2,950.

## TOM BYATT (STOKE), LTD.,

VICTORIA ROAD,

FENTON, STOKE-ON-TRENT,

STAFFORDSHIRE.

Phone, Stoke-on-Trent 48581 (eight lines). 940-152

**D**UPLE Vega 1953, BEDFORD, petrol, 25-seater, maroon and grey, certificate of fitness to 1965, £1,200.  
**F**LOREYS, 4 West End, Witney, Oxon. Phone 523. 942-6113

## Bedford Wanted

**W**ANTED, two 1959-61 BEDFORD Duple 41-seater coaches with roof quarter lights. Full details to G. Townsend, 27 Dudley Road, Clapton, London, E.5. 940-6075

**1950** BEDFORD Vista wanted. Box CM396, care of "The Commercial Motor." 940-213

## COMMER

**1956** COMMER TS3 41-seater Duple, new engine, 5-year certificate, £2,350.  
**K**INGSTON LUXURY COACHES, LTD., 43 Thames St., Kingston, Phone, Kingston 1155. 940-132

## DON EVERALL (COMMERCIAL VEHICLES), LTD.

**1960** COMMER TS3 41-seater Duple coaches, modified suspension, air brakes, heaters, etc., 40,000 miles only, available January 1, can be painted to your instructions and delivered for £3,300 each; choice of six.

**1959** COMMER TS3 41-seater Duple coaches, modified suspension, air brakes, heaters, etc., as above, three only, £2,900 each.

**1958** COMMER TS3 41-seater Duple and Plaxton coaches, ex our own fleet, choice of 10, overhauled and painted to your instructions, £2,500 each.

**1957** COMMER Beadle, fitted A.E.C. 5-speed gear-boxes, 41-seater coaches, choice of front and centre entrances, only a few of these very exceptional coaches left in stock, £2,400 each.

**1956** COMMER Beadle 41-seater coaches, as above, overhauled and recertified 1960, £2,000.

**1956** COMMER TS3 41-seater Duple coaches, fitted heaters, etc., choice of overdrive or 2-speed axles, certified 1966, £2,000 each.

## DON EVERALL (COMMERCIAL VEHICLES), LTD.

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NIGHTS AND WEEK-ENDS, 32347 AND 22293. 940-335

**C**OMMER TS3, 1959, May, Duple 36-seater luxury tours only, well maintained, £2,500 o.n.o.  
**W**ORTHINGTON MOTOR TOURS, LTD., 65 Hurst St., Birmingham. Midland 4066. 943-6115

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**1952** DAIMLER coach in perfect condition, 4 years' certificate, £600.

**B**ROWNHILLS MOTOR SALES, Watling St. (A5), Brownhills, Staffs. Phone, Brownhills 2525-6-7. 940-436

## Used Passenger Vehicles (contd.)

## BIRD'S COMMERCIAL MOTORS, LTD.,

BIRMINGHAM ROAD,  
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 Phone 3222-3-4 and 2136.  
 Grams, "Quicksale."

## USED PASSENGER VEHICLES.

**D**AIMLER double-deck buses, fitted with 5-cylinder Gardner engine, recently reconditioned throughout, mechanically perfect, the bodies being in first-class order, two-year certificate of fitness, ready for service. 940-275

## DENNIS

**A** Choice of 12 DENNIS chassisless 32-seater buses, fitted with Gardner 4LK engines, all very clean, low mileage and in excellent condition throughout, one owner vehicles, certificates of fitness 1964, £325 each. Terms arranged. Ben Jordan, The Dell, Coltishall, Norwich, Norfolk. Phone, Coltishall 327. 940-19

## LEYLAND

**1953** LEYLAND Royal Tiger 39-seater Burlingtonham coach, certificate of fitness 1964, air brakes, heaters, radio. Hawkey's Tours, Newquay. 940-89086

**1961** LEYLAND Beaver tractor unit, 680 engine, S.A.E. coupling, in first-class order.

**1957** LEYLAND Hippo 6-wheeler, air brakes, 22-ft. drop-sided body, in first-class order, £850.

**1957** LEYLAND twin-steer 6-wheeler, air brakes, 22-ft. body, in first-class order, £850.

**1956** LEYLAND Octopus 8-wheeler, air brakes, 24-ft. body, in first-class order, £975.

**R**USH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 940-267

**L** EYLAND Royal Tiger coaches, 1951, 39-seater, in very good condition, price £950 each.

**L** EYLAND PSI full-fronted coaches, 32-seater, in good condition, price £550 each.

**H** AULGO, LTD., West St., Havant, Hants. 940-340

## Leyland Wanted

**W**ANTED LEYLAND Comet coach, also service bus, Duple bodies. Full particulars and price. Box CM403, care of "The Commercial Motor." 941-6109

## MORRIS-COMMERCIAL

**1959** MORRIS Kenex County LD2 14-seater p.s.v., small mileage, equal to new.  
**B**EECHER'S GARAGE (HANLEY), LTD., Leek Rd. Hanley, Phone 23836. 940-351

## TILLING-STEVENS

**1952** TILLING 37-seater Duple, current certificate of fitness, Meadows diesel engine, colours grey and green, in excellent condition, offers. Apply C. W. Bantfield, Ltd. Phone, New Cross 5261. 941-6068

## TROJAN

**1961** TROJAN 13-seater coach, 17,500 miles, £1,100 o.n.o. Phone, Hartlepool 2827. 940-89353

## UNCLASSIFIED

## PEARL GARAGES, LTD.

**N**EW FORD Thames diesel coaches, 1962 model, 41-seater Burlingtonham Gannat bodies, early delivery, 9.6 35-seater, full front, 1950, certificate of fitness to 1963.

**D**ENNIS Lancet 35-seater half-cab, 1947, certificate of fitness to 1964.

**D**ENNIS Lancet 35-seater half-cab, 1947, certificate of fitness to 1963.

**B**EDFORD Vistas, 29-seaters, certificates of fitness, choice of three from £400.

**R**EASONABLE offer accepted for any of the above.

**37** SOUTH EALING RD., London, W.5. Ealing 9646. 940-193

Used Passenger Vehicles (contd.)

**SOUTHERN COACH CENTRE.**  
**THE JX 20 19-20-SEAT COACH.**  
**LOW PRICE. LOW RUNNING COSTS.**  
**ASK FOR DEMONSTRATION.**  
**WE CAN GIVE IMMEDIATE DELIVERY.**  
**PETROL OR DIESEL.**

- 1960** TROJAN rural bus, fitted heater, 12,000 miles only, in as new condition, this we can only describe as an absolute bargain, £795.  
**1958** MORRIS Mini-bus 12-seater P.S.V., in superb order, extras, nominal mileage, £550.  
**1956** MORRIS Kenex diesel 13-14-seater coach, now being recertified and fitted new diesel engine, small operator, £495.  
**1957** MORRIS Mini-bus, non-P.S.V., engine overhauled, nice condition, £285.  
**1958** AUSTIN Mini-bus, P.S.V., one owner, nice condition, taxed, heater, bargain, £525.  
**1961** Thames Seagull 61, 41 diesel, radio, P.A., two heaters, many extras, nominal mileage, taxed, £3,350.  
**1959** July, BEDFORD diesel SBI Vega, 41, heaters, radio, P.A., Formica quarter lights, wheel disc, step mat, specially finished interior, certified July, 1960, £3,075.  
**1959** BEDFORD Duple 41-seater, full luxury, radio, P.A., in excellent condition, nominal mileage, £2,550.  
**1951** A.E.C. 33-seater, certificate of fitness, engine very sound throughout, £695.  
**1952** BEDFORD Super Vega 33-seater, in above average condition, real bargain, £750.  
**1951** BEDFORD 35-seater Duple, much above average, certificate of fitness 1960, £1,100.  
**1950** COMMER Harrington 30-seater, a very attractive vehicle, certificate of fitness 1962, £295.  
**1950** COMMER Plaxton 33-seater, full front, extras, another bargain, £395.  
**1949** 53 A.E.C. full-front 35-seater, excellent condition, certificate of fitness 1962, £395.  
**1952** SENTINEL diesel 37-seater coach, recent chassis overhaul, certificate of fitness 1962, ready for work, £675.  
**1951** DENNIS diesel, Reading body, full-front 33-seater, another excellent vehicle, certificate of fitness June, 1965, 5-speed box, extras, bargain, £550.

**SOUTHERN COACH CENTRE.**  
**TELHAM SERVICE STATION,**  
**BATTLE, SUSSEX.**  
Battle 2875.  
**PHONE, FREEPHONE 319.** 940-298

**COACHES AND COMPONENTS, LTD.**  
469-475 HOLLOWAY ROAD, LONDON, N.7.  
Archway 2647 (five lines).

- 1960** April, BEDFORD 41-seater diesel Super Vega, red moquette, exterior grey-pink, registration No. WPY 72, £3,195.  
**1959** July, BEDFORD diesel 41-seater Super Vega, red-grey moquette, exterior blue, registration No. KDC 888, £2,900.  
**1959** March, BEDFORD Leyland diesel-engined 40-seater Super Vega, exterior blue-grey, registration No. WLO 688, £3,150.  
**1959** April, BEDFORD petrol 41-seater Duple Super Vega, grey-green, exterior green-ivory, registration No. UCE 392, £2,850.  
**1959** April, BEDFORD diesel 41-seater Super Vega, 7 ft. 6 in. wide, red moquette, exterior cream-red, registration No. 444 NNO, £2,950.  
**1958** May, BEDFORD Duple 41-seater Super Vega, petrol, red moquette, exterior blue-cream, registration No. UUF 728, £2,695.  
**1957** May, BEDFORD petrol 41-seater Duple Super Vega, red moquette, exterior maroon-cream, registration No. KHV 494, £2,250.  
**1956** May, BEDFORD petrol 41-seater Duple Super Vega, red moquette, exterior maroon-cream, registration No. KHV 494, £2,250.  
**1956** May, BEDFORD 41-seater petrol Burlingtonham, green moquette, exterior green, registration No. NJU 759, £2,250.  
**1955** April, BEDFORD petrol 38-seater Duple Super Vega, blue moquette, exterior blue-cream, registration No. 999 CMG, £1,875.  
**1955** March, BEDFORD petrol 36-seater Duple Super Vega, blue moquette, exterior maroon-grey, registration No. TUR 310, £1,750.  
**1954** April, BEDFORD 38-seater, petrol, red moquette, Super Vega, exterior cream-red, registration No. KNV 1, £1,550.  
**1953** July, BEDFORD diesel 35-seater Duple Super Vega, red moquette, exterior cream-red, registration No. NXW 970, £1,250.  
**1951** August, BEDFORD petrol 35-seater, red moquette, Super Vega, exterior red, registration No. MLC 583, £955.  
**1951** January, MAUDSLAY, A.E.C. 7.7 oil engine, 33-seater Bellhouse Hartwell, blue moquette, exterior ivory-blue, registration No. NBH 910, £295.  
**1950** February, BEDFORD 29-seater Vista, blue moquette, exterior blue-cream, registration No. SRF 352, £525.  
**1951** September, BEDFORD petrol 33-seater, red moquette, Super Vega, exterior black-white, registration AEC 779, £850. 940-6097

Used Passenger Vehicles (contd.)

**THE MILLBURN ORGANIZATION.**  
**GLASGOW.**  
**OFFER FOR**  
**IMMEDIATE DELIVERY:—**

- NEW FORD** Thames 41-seater coaches with bodies by Duple, Burlingtonham, Harrington and Plaxton.  
**NEW LEYLAND** PD3-2 72-seater front-entrance double-decker bus.  
**1961** May, FORD Thames Duple 41-seater de luxe, cream exterior, red interior, Formica paneling, public address, quarter lights, 2-speed axle and modified brakes mileage 16,900, certificate of fitness 1960, 99, UCT 1, £3,350.  
**1960** BEDFORD Burlingtonham 41-seater, diesel, paint red with ivory roof and side panels, red and cream moquette, TKU 770, £3,250.  
**1960** FORD Thames Duple 41-seater, maroon and cream, red moquette, YUS 773, £3,000.  
**1959** BEDFORD Duple Super Vega petrol 41-seater de luxe coachwork, cream exterior, red interior, heater and public address, certificate of fitness 17.6.66, 654 JTD, £2,750.  
**1959** BEDFORD Duple Super Vega petrol 41-seater, luxury coachwork, cream exterior, red interior, heater and public address, certificate of fitness 18.6.66, 560 JTI, £2,750.  
**1959** BEDFORD SBR Duple 41-seater with Leyland engine, blue and cream paint, blue moquette, certificate of fitness 1965, IVA 128, £2,750.  
**1959** BEDFORD Super Vega 41-seater, petrol, 7 ft 6 in. wide, paint grey, red moquette, XGB 12, £2,750.  
**1959** FORD Thames Plaxton 41-seater, paint cream, red moquette, quarter lights, reg. No. 4 HLG, £2,850.  
**1959** FORD Thames Plaxton 41-seater, cream exterior, red interior, quarter lights, certificate of fitness 1966, registered No. 6 HLG, £2,850.  
**1958** COMMER TS3 Duple 41-seater, paint red and cream, red moquette, top sliding windows, 608 BDH, £2,750.  
**1957** ALBION Aberdonian Plaxton 41-seater, red and cream paint, green moquette, DEK 43, £2,650.  
**1955** BEDFORD Duple 36-seater, diesel, paint red and cream, blue moquette, GSD 241, £1,650.  
**1955** COMMER TS3 Beadle 44-45-seater, blue and cream paint, blue moquette, certificate of fitness 1965, HCS 817, £950.  
**1954** BEDFORD Plaxton 35-seater, petrol, paint cream, red moquette, SUM 662, £1,550.  
**L**ARGE selection of service buses, single and double decker with good certificates of fitness.

**WE CAN ARRANGE DEMONSTRATIONS OF FORD THAMES COACHES WITH BODIES BY DUPE, BURLINGHAM, PLAXTON, HARRINGTON.**  
**MILLBURN MOTORS, LTD.,**  
MILLBURN STREET,  
GLASGOW, N.1.  
Phone, Bell 4977.

**ALSO AT**  
**DUNDEE, CARLISLE AND PRESTON.** 940-452

**LES GLEAVE, LTD.,**  
FOURWAYS GARAGE,  
ARCLID, NEAR SANDBACH, CHESHIRE.  
Phone, Smallwood 225, 226.

**WE ARE NOW TAKING ORDERS FOR 1962 MODEL COACHES.**

- 1959** FORD Harrington 41-seater, heaters, etc.  
**1959** BEDFORD Plaxton 41-seater, heaters, etc.  
**1958** BEDFORD Plaxton 41-seater, heaters, etc.  
**1958** BEDFORD Duple 41-seater, heaters, etc.  
**1956** BEDFORD Burlingtonham 41-seater, quarter lights, tubular racks, heaters, etc.  
**1956** BEDFORD Plaxton 41-seater, heaters, etc.  
**1955** COMMER TS3 38-seater, £750.  
**1954** BEDFORD Duple 38-seater diesel, £1,100.  
**1954** SEDDON, 41-seater Plaxton, heaters, etc., £1,250.  
**1951** BEDFORD, 33-seater Plaxton, radio and heaters, £750.  
**1950** LEYLAND PS2, Burlingtonham body, heaters, good, certificate of fitness, choice of three, £400 each.  
**V**ARIOUS petrol and diesel coaches available for works or contract, some with good certificates of fitness, cheap to clear.

**LES GLEAVE, LTD.,**  
FOURWAYS GARAGE,  
ARCLID, NEAR SANDBACH, CHESHIRE.  
AFTER 8 P.M. PHONE, SANDBACH 881 OR SWINTON 2912. 940-197

Used Passenger Vehicles (contd.)

**THE MILLBURN ORGANIZATION**  
**EXTEND TO OUR MANY FRIENDS**  
**SEASON'S GREETINGS**  
**AND ALL GOOD WISHES FOR**  
**A HAPPY AND PROSPEROUS NEW YEAR**  
N.B.—NO MOTOR AUCTION SALE IN JANUARY, 1962.  
**NEXT SALE THURSDAY, FEBRUARY 1, 1962.**  
**THE MILLBURN ORGANIZATION.**  
GLASGOW. PRESTON. CARLISLE. 940-450

**FRANK COWLEY.**  
**200**  
**BUSES AND COACHES**  
**ACTUALLY IN STOCK AND READY FOR IMMEDIATE SERVICE.**

- 1954** LEYLAND Tiger Club 41-seater full luxury Burlingtonham coach, 2-speed axle, unmarked and positively as new throughout, certified 1964, £1,650.  
**1954** BEDFORD 37-seater Duple full luxury coach, immaculate throughout, £750.  
**1954** A.E.C. Mark IV underfloor-engined full luxury 39-seater coach, certified 1964, choice of four, £1,150 each.  
**1952** LEYLAND full-front 35-seater Beadle coaches, certified 1964, immaculate condition throughout, £495 each.  
**1949** BRISTOL low-bridge double-deckers in almost new condition, the bodies and seats are unmarked throughout, all certified, £395 each, choice of 25.  
**1948-49** LEYLAND PD1 low-bridge double-deckers, these machines must be seen to be believed for their excellent, clean, sound condition, all certified, choice of 10, £375 each.  
**1949** A.E.C. high-bridge double-deckers, all with 9.6 engines and full air brakes, good, clean, serviceable machines, £325 each.  
**1944** 5-6 GUY low-bridge double-deckers, all with 1952 all-metal bodies and Gardner SLW and 6LW engines, choice of six, £275 each.  
**1950** A.E.C. 33-seater dual-purpose bus and coach, all definitely unmarked and certified 1965, £450 each.  
**1949** A.E.C. 35-seater service buses, all in super condition bodily and mechanically, 7.7 and 9.6 diesels, choice of eight, £295 each.  
**BRISTOL** 35-seater service buses, all immaculate throughout, Gardner SLW, A.E.C. 7.7 and Bristol AWW engines, a very super fleet of vehicles, choice of 17, £325 each.  
**V**ERY special left-hand-drive Continental 33-ft.-long super luxury underfloor-engined SENTINEL coach, fitted with air-conditioning system throughout, ideal for export or overseas tours, air brakes, overdrive top gears, good tyres, etc., £750, well worth £1,750, one and one only.

**A**LL the above vehicles carry our three months' guarantee and are fitted with good serviceable or new batteries.

**FRANK COWLEY.**  
**3 BLACKFRIARS ROAD,**  
**SALFORD, 3.**  
Phone, Manchester Blackfriars 7577 and Blackfriars 1048. 940-188

**ALF MOSELEY, LTD.,**  
**PUBLIC SERVICE VEHICLE SPECIALISTS.**

- 1960** FORD Thames Duple 41-seater, red interior, radio, with heaters, exterior red with black reliefs, nominal mileage, very attractive, £3,200.  
**1959** BEDFORD (diesel) Harrington Crusader 41-seater, maroon interior with heaters, exterior grey-green and maroon, certified February, 1966, £2,950.  
**1959** BEDFORD (petrol) Duple Super Vega 41-seater, red-grey interior, with heaters, exterior cream and maroon, certified March, 1966, £2,550.  
**1958** BEDFORD (petrol) Duple Super Vega 41-seater, red interior, with heaters, exterior 2-tone blue, certified March, 1965, £2,650.  
**1957** BEDFORD Duple Super Vega 41-seater, red-fawn interior, with heater and radio, exterior cream-red, certified April, 1964, note the price, £2,485.  
**1955** BEDFORD Burlingtonham Seagull 36-seater, red interior, with radio, heaters, etc., exterior red and cream, certified February, 1965, £1,785.  
**1955** LEYLAND Comet Duple full-front 36-seater, glass roof quarters, radio, heaters, etc., exterior brown and fawn, certified 1965, £1,885.  
**1953** FODEN (Gardner) ACB 41-seater luxury coach, green-fawn interior, with heater, exterior cream-black, certified April, 1964, £385.  
**1952** BEDFORD Duple Super Vega 35-seater, luxury seating in blue, heater, exterior repainted cream and red, width 8 ft., certified May, 1962, £1,285.  
**1951** A.E.C. Mk. IV Burlingtonham Seagull 39-seater, maroon seating, heating and top sliders, exterior grey and red, engine fully reconditioned by A.E.C., certified June, 1965, £1,385.  
**1950** A.E.C. Mk. III (7.7) Burlingtonham full-front 33-seater, red interior, with heater, etc., exterior red and black, certified March, 1964, £685.

**K NIGHTTHORPE ROAD.**  
**LOUGHBOROUGH, LEICS.**  
Phone, 4777 (two lines). 940-408



## Used Passenger Vehicles (contd.)

**E. J. BAKER AND CO. (DORKING), LTD.**  
COACH SHOWROOMS AND SERVICE STATION,  
FARNHAM TRADING ESTATE,  
FARNHAM, SURREY.

Phone, Farnham 4626-7 and 3227, 8 a.m. to 6 p.m.  
After 6 p.m., Farnham 4481.

WE are now taking orders for 1962 model coaches.  
Delivery from December-January onwards. Duple,  
Plaxton, Burlingham 41-seater bodies on new Bedford  
petrol and diesel-engined chassis, 2-speed axle optional.  
Also new Bedford 29-seater models.

LET us quote now for your next year's requirements.

IMMEDIATE delivery of the following high-class

**1959 BEDFORD** SB1 diesel, 41-seater Duple, many  
extras, sun visor, green interior, light-dark  
green exterior, one owner, certificate of fitness January  
1966, £2,950.

**1961 FORD** Thames Trader, radio, red interior, grey-  
pink exterior, heater, glass roof quarters, 41-  
seater Duple, 2-speed axle, exceptional condition, as new,  
certificate of fitness January, 1966, £3,650.

**1959 BEDFORD** Super Vega, petrol, Duple 41-seater,  
glass roof quarters, heaters, £2,975.

**1954 DENNIS** Falcon chassis, 35-seater Plaxton body,  
blue interior trim, exterior blue and cream,  
certificate of fitness 1964, £2,975.

**1959 BEDFORD** Super Vega, petrol, Duple 41-seater,  
many extras, used only on high-class touring  
work, green interior, grey-green-cream exterior, immacu-  
late, certificate of fitness 1966, £2,950.

**1957 BEDFORD**, fitted new Bedford 100-cu-in diesel  
engine, Duple 41-seater Super Vega body, red  
interior, £2,850.

**1958 BEDFORD**, petrol, 41-seater Duple Super Vega  
body, red interior, very clean, £2,475.

**1957 BEDFORD**, petrol, 37-seater, blue interior, blue-  
grey exterior, one owner only, above average  
condition, £2,400.

**1957 DENNIS** Lancet, underfloor engine, chassis,  
41-ft. Burlingham body, blue moquette to seats,  
exterior blue and cream, certificate of fitness 1964, £2,500.

**1956 BEDFORD**, petrol engine, Duple 41-seater, red  
interior, one owner, very clean, used seasonal  
work only, red-cream exterior, certificate of fitness May,  
1966, choice of three from £1,975.

**1955 DAIMLER** Freeline Duple Elizabethan 41-  
seater, red interior, maroon exterior, ex-Show  
model, certificate of fitness May, 1965, £2,000.

**1954 BEDFORD** Yeates 36-seater, red interior,  
cream-red exterior, one owner, certificate of  
fitness 1964, £1,650.

**1952 DENNIS** J10A chassis, full-fronted Strachan  
body, 37-seater, green interior, certificate of  
fitness 1962, £2,500.

**1951 DENNIS** Falcon, 35-seater Plaxton body,  
3½-litre, 2-speed axle, red interior, £675.

**1950 AUSTIN**, 32-seater Kenex full-fronted body,  
red interior, certificate of fitness 1963, £295.

**1954 BEDFORD** Duple 38-seater, cream-blue exterior,  
red interior, heater, certificate of fitness July,  
1964, choice of three from £1,500.

**1959 BEDFORD** Duple 41-seater, ivory-green exterior,  
grey-red interior, heater, certificate of fitness  
September, 1966, ex-100.

**1958 BEDFORD** Duple 41-seater, yellow-brown  
exterior, autumn tint, interior certificate of  
fitness January, 1965, choice of three, all in excellent  
condition, £2,975.

**1955 A.E.C.** Reliance chassis, 41-seater Yeates body,  
glass roof quarters, interior red moquette,  
exterior fawn and brown, certificate of fitness 1965, £2,500.

WE specialize in speedy crash repairs, all trimming  
and painting, signwriting, steam cleaning and bodybuild-  
ing, can be carried out on our modern premises. We can  
normally hire you a coach while your vehicle is being  
repaired. Our representative will be delighted to call  
on you to discuss your requirements without obligation.

WE should like to take this opportunity to wish  
you a Merry Christmas and a Happy New Year.

**E. J. BAKER AND CO. (DORKING), LTD.**  
COACH SPECIALISTS OF THE SOUTH,  
FARNHAM, SURREY. 940-414

**SAVILLE MOTOR SALES, LTD.**  
HARVESTER HOUSE,  
STRATFORD-ON-AVON.  
Phone, Stratford-on-Avon 4242.

OFFER THE FOLLOWING SELECTION OF  
NEW AND USED BEDFORD COACHES.

ALL THESE VEHICLES ARE IMMACULATE AND  
WELL RECOMMENDED.

NEW BEDFORD SB1, fitted with Burlingham Gannet  
41-seater body, 2-speed axle, finished in red and  
beige, radio SA, heater, roof quarter lights, for im-  
mediate delivery.

**1954 BEDFORD**, petrol, 35-seater Plaxton, finished  
in black and silver, grey, red interior, radio  
and heater, certificate of fitness March, 1964.

**1954 BEDFORD**, petrol, 36-seater Burlingham,  
reserved cream, retrimmed in maroon, radio  
and heater, certificate of fitness 1964.

**1952 BEDFORD**, petrol, 33-seater Duple Vega, roof  
quarter lights, finished in red and cream, recon-  
ditioned engine just fitted, being recertified.

**1954 DAIMLER** CD16, fitted Burlingham 35-seater  
full front finished in blue and white, heaters,  
certificate of fitness April, 1964; choice of three.

**1950 A.E.C.** 9.6, Harrington, crash box, 35-seater,  
radio, heater, finished in cream, certificate of  
fitness 1964.

**HIRE-PURCHASE FACILITIES.**

**PART-EXCHANGE.** 940-151

## Used Passenger Vehicles (contd.)

INTERESTED IN TOP QUALITY COACHES?

YES?

CONSULT  
**S.M.T.**  
BEFORE YOU BUY.

THE FOLLOWING ARE SOME EXAMPLES OF OUR  
MOST COMPREHENSIVE STOCK

A DESCRIPTIVE PRICE LIST GIVING FULL  
DETAILS WILL BE SENT TO YOU ON REQUEST.

**1960 BEDFORD** Duple 41-seater, diesel, certificate  
of fitness 1967, black-red-cream.

**1959 BEDFORD** Duple 41-seater, diesel, certificate  
of fitness 1964, ivory-blue.

**1958 BEDFORD** Duple 41-seater, diesel, certificate  
of fitness 1965, red-ivory.

**1958 BEDFORD** Duple 41-seater, petrol, certificate  
of fitness 1965; cream, choice of two.

**1957 BEDFORD** Plaxton 38-seater, petrol, certificate  
of fitness 1965, orange-cream.

**1956 BEDFORD** Plaxton 41-seater, petrol, certificate  
of fitness 1966, cream-blue.

**1955 BEDFORD** Plaxton 36-seater, petrol, certificate  
of fitness 1965, ivory-blue.

**1955 BEDFORD** Duple 36-seater, R6 diesel, certifi-  
cate of fitness 1965, black.

**1955 BEDFORD** Duple 36-seater, petrol, certificate  
of fitness 1965, blue-grey.

**1954 BEDFORD** Duple 36-seater, R6 diesel, certifi-  
cate of fitness 1964, blue-cream.

**1954 BEDFORD** Duple 36-seater, petrol, certificate  
of fitness 1964, 2-tone blue.

**1953 BEDFORD** Burlingham 35-seater, Leyland  
diesel, certificate of fitness 1963, cream-blue.

**1952 BEDFORD** Duple 35-seater, petrol, certificate  
of fitness 1965, red.

**1952 BEDFORD** Duple 33-seater, petrol, certificate  
of fitness 1962, maroon-cream.

**1952 BEDFORD** Plaxton 33-seater, petrol, certificate  
of fitness 1965, orange-cream.

**1952 BEDFORD** Duple 28-seater, petrol, certificate  
of fitness 1962, green-cream.

**1955 COMMER** Plaxton 41-seater, diesel, certificate  
of fitness 1965, maroon-cream.

**1955 COMMER** Duple 41-seater, diesel, certificate  
of fitness 1965, red-cream.

**1954 COMMER** Plaxton 39-seater, diesel, certificate  
of fitness 1963, cream-ivory.

**1950 COMMER** Plaxton 33-seater, petrol, certificate  
of fitness 1963, blue-grey.

**1955 LEYLAND** Duple 36-seater, diesel, certificate  
of fitness 1965, red-cream.

**1951 LEYLAND** Royal Tiger Windowover 38-seater,  
diesel, certificate of fitness 1964, blue-cream.

**1950 LEYLAND** Harrington 37-seater, diesel, certifi-  
cate of fitness 1963, blue.

**1953 A.E.C.** Plaxton 35-seater, diesel, certificate of  
fitness 1963, green-ivory.

**1951 A.E.C.** Yeates 41-seater, diesel, being recertified,  
red-cream.

**1954 SEDDON** Duple 41-seater diesel, certificate of  
fitness 1963, grey-black.

**1957 AUSTIN** 12-seater, petrol, certificate of fitness  
1963, red-green.

**SUITABLE FOR  
WORKERS, CONTRACT OR  
TRAVELLING SHOPS.**

**1952 AUSTIN** 30-seater, petrol, certificate of fitness  
1963, brown-cream.

**1951 COMMER** Plaxton 33-seater, petrol, uncertified,  
cream-blue.

**1948 MAUDSLAY** 33-seater, diesel, uncertified,  
maroon.

**1947 A.E.C.** 35-seater, diesel, certificate of fitness  
1962, red-ivory.

**DEMONSTRATIONS  
WITHOUT OBLIGATION ANYWHERE.**

FOR A BETTER DEAL CONSULT  
THE COACH EXPERTS.

PART EXCHANGES WELCOMED.

HIRE PURCHASE FACILITIES.

OFFICIAL FITTING AGENT FOR  
TECALEMIT, SYNDROMIC AND  
A.C.L. AUTO-LUBRICATION.

THE S.M.T. SALES AND SERVICE CO.  
LTD.

177-205 FINNIESTON STREET,  
GLASGOW, C.I.

Phone, Douglas 2940. 940-480

**1951 A.E.C.** IV, Windowover body, 39-seater, new  
certificate of fitness for five years, engine over-  
hauled at A.E.C.'s, all new platons and rings, new fuel  
pump, new front springs and air brakes, £1,300 or nearest  
offer.

**1951 COMMER** Plaxton 8-ft. body, 33-seater, wait-  
ing to be certified, £900 or near offer. Can be  
seen at any time at—  
**PARK COACHES**, Dormston, Inkberrow, Worcester.  
Phone, Inkberrow 349. 940-6092

Dec. 22, 1961—THE COMMERCIAL MOTOR 39  
(Supplement)

## Used Passenger Vehicles (contd.)

**F.C.S., LTD.** **F.C.S., LTD.**

**SPECIAL ANNUAL SALE.**

**SUPER DOUBLE-DECKERS.**

**GUY** double-deckers, fitted 1951 Charles Roe 53-56  
seater metallized top deck and Eastern Coachwork  
all metal thin-wall high-bridge and low-bridge bodies,  
chrome half sliding windows, etc. with late-series low-  
mileage SLW Gardner engines (under 10,000 miles), used  
by company operating coastal services for seasonal use  
only, some remounted last year, in super mechanical  
and body condition, certificate of fitness 1965-63-62, price  
£250-£350.

**1950-51 BRISTOL** 51-55-seater Metcam and Eastern  
Coachwork all metal high-bridge and low-bridge  
bodies, half sliding windows, fitted late-series low-mileage  
7.7 A.E.C. SLW Gardner and Bristol AV 9.8 diesel units,  
in super mechanical and body condition, certificate of  
fitness 1965-62, price £375-£450.

**1948-46 BRISTOL**, 56-seater Metcam all-metal  
bodies, fitted A.E.C. 7.7 diesel units, in super  
mechanical and body condition, certificate of fitness 1963-  
65, price £450-£500.

**SUPER COACHES AND SERVICE SALOONS**

**1953 DAIMLER** Freeline Roadmaster, with super-  
fully fronted 35-37-seater Bellhouse Hartwell  
and Burlingham Seagull bodies, adjustable reclining super  
Continental seating, courier seat, radio, microphone, just  
repainted blue and cream, certificate of fitness 1964,  
choice of two, price £1,100.

**1952 LEYLAND** Readies, first registered June, 1952  
with Beadle all-metal 35-seater Continental full-  
luxury bodies, special high-backed luxury seating, etc., in  
immaculate mechanical and body condition, certificate of  
fitness 1965, just into stock, three only, price £750.

**1950-49 A.E.C.** Regal Mk. III with 33-seater Plaxton,  
Duple and Harrington full-luxury coach bodies,  
seasonal use only, 9.6 diesel units, in super mechanical  
and body condition, certificate of fitness end of 1963,  
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**1948-47 BRISTOLS** with Eastern Coachwork and  
Beadle 31-35-36-seater thin-wall all-metal  
bodies, fitted low-mileage late-series SLW Gardner and  
Bristol AV engines, in immaculate mechanical and body  
condition, certificate of fitness 1963-61, choice of eight,  
price £300-£350.

**LATE-MODEL A.E.C.s** fitted 1954 fully fronted  
35-seater Duple luxury coach bodies, no bulkhead,  
late-series low-mileage A.E.C. 7.7 diesel unit, from large  
operator in coastal resort, seasonal use only, certificate of  
fitness, choice of two, price £800.

**1952 33-seater BEDFORD** Vegas, with fully fronted  
Duple bodies, no bulkheads, low-mileage petrol  
engines, from large operator in coastal resort, seasonal  
use only, certificate of fitness 1962, in process of being  
recertified and will receive four- or five-year certificates of  
fitness, choice of four, price £750.

**1955 BEDFORD** 21-seater Minibus, in super mechani-  
cal and body condition, painted to customer's  
colour requirements, choice of two, price £350-£400.

**1949 BRISTOLS**, fitted Duple full-front luxury  
coach bodies, certificate of fitness 1963 and to  
end of 1964, with 6LW Gardner diesel units, seasonal  
use only, choice of 10, price £650-£750.

**1949-48 A.E.C.** Regals with Harrington 32-seater  
coach bodies, high-backed coach seating, fitted  
A.E.C. 7.7 unit, certificate of fitness 1963, choice of 15,  
price £350-£400.

**1949 BRISTOLS**, fitted Duple full-front full-luxury  
coach bodies, certificate of fitness 1963 to end  
of 1964, with Gardner 6LW diesel unit, seasonal use  
only, choice of 10, price £650-£750.

**LEYLAND** Come engines, 1951-52, complete with 5-  
speed gearbox and high-speed back axle, choice of  
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MIDDLESEX.

**1951 MAUDSLAY** 39-seater coach, certificate of  
fitness 1963.

**1949 BEDFORD** O.B. Thurgood 29-seater, uncer-  
tified, 10 years' M.O.T. certificate, suitable for  
workmen or mobile shop.

**1948 DENNIS** Lancet, Yeates 35-seater, certificate of  
fitness 1962.

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**851**

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**COACHES AND BUSES.**

**1952** BEDFORD full-fronted, powered petrol engine, coachwork by Gurney Nutting, 35 seats, in clean condition, certificate of fitness to September, 1963, very reasonable price £575.

**1951** LEYLAND PD2-3, powered 9.8-litre oil engine, full-fronted low-bridge double-deckers, 8 ft. wide, coachwork by East Lancashire coachbuilders, enclosed rear platforms, efficient interior heating, choice of four all certified.

**1950** LEYLAND PS2 9.8-litre engine, half-cab, 35-seater luxury coachwork by Gurney Nutting, exterior colours primrose and black, interior trim attractive figured moquette, this vehicle is in quite clean condition, certificate of fitness to June, 1964, price £525.

**1949** LEYLAND PD2-3, powered 9.8-litre oil engine, low-bridge 53-seaters, half-cab type, coachwork by Brush, choice of five.

**1947** LEYLAND PD1, 7.4-litre oil engine, high bridge, 56 seats, double-deck, coachwork by Massey, just released from service, certified; choice of five from £250 each.

**1947** LEYLAND PS1, powered 7.4-litre oil engine, rehobbed 1954 by Strachan, full fronted, 33 luxury seats, certified September, 1963, price £325.

**1948** LEYLAND PS1 7.4-litre oil engine, half-cab, 33 high-back luxury seats in red moquette, coachwork by Duple, certificate of fitness expires February, 1962, price £275.

**1948** LEYLAND PD1-3, powered 7.4-litre oil engine, low-bridge double-deckers, full fronted, 8 ft. wide, coachwork by Burlingham, enclosed platforms, interior heating; choice of three, all certified.

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**NEW 1961** BEDFORD diesel, 5-speed box, 41-seater Burlingham coach, immediate delivery, special price to clear.

**NEW 1962** BEDFORD SB5 diesel 41-seater Plaxton and Duple coaches, 5-speed gearbox, red interior, cream exterior, immediate delivery.

**1961** BEDFORD SBI diesel 41-seater Duple coaches available January 1, £3,350.

**1960** BEDFORD SBI diesel 41-seater Duple and Plaxton coaches, £3,100.

**1960** FORD Thames 41-seater Duple coach, radio, heaters, Formica panels, etc., £2,950.

**1959** BEDFORD SBI diesel 41-seater Duple coach, blue and cream exterior, new engine fitted, £2,850.

**1955** BEDFORD petrol 36-seater Burlingham coach, certified 1965, £1,500.

**1954** BEDFORD petrol 36-seater Burlingham coach, certified 1964, £1,200.

**1953** BEDFORD petrol 35-seater Burlingham coach, certified 1963, £1,000.

**1953** BEDFORD petrol 35-seater Duple coach, certified 1963, £1,000.

**1951** DAIMLER CVD6 17-seater Wilkes and Meade coach, certified 1964, very clean, £575.

**1950** BEDFORD petrol 29-seater Duple Vista coaches, certified 1964, £475; choice of three.

**1950** COMMERCIAL Avenor petrol 33-seater coaches, choice of three from £200.

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**36-FT.** A.E.C., mounted with Plaxton or Duple, available January, 1962.

**1960** FORD Thames Trader 41-seater Burlingham, red interior, grey and red exterior, heater, etc., £2,950.

**1959** BEDFORD, Leyland Comet engine, 41-seater Yeates Europa, red interior, maroon exterior, fitted glass quarters, in-swing racks, radio, heaters, etc., beautiful order, £2,950.

**1957** COMMERCIAL TS3, fitted latest type engine and 5-speed gearbox six months ago, 41-seater Plaxton coachwork, fitted radio and automatic diesel heaters, wheel discs, extremely good tyres all round, blue interior, blue-grey exterior, in exceptional condition, £2,350.

**1956** BEDFORD 41-seater Duple, choice of two, fitted heaters, etc., £1,775.

**1956** COMMERCIAL TS3 41-seater Duple Super Vega, autumn tint interior, brown exterior, fitted Eaton axle R and M heater, etc., certificate of fitness 1966, £2,200.

**1951** LEYLAND Royal Tiger, 39-seater Burlingham coachwork, red interior, fitted heater, etc., two blue exterior, certificate of fitness 1965, £1,400.

THE FOLLOWING VEHICLES CAN BE SEEN AT  
OUR SOUTHERN DEPOT—

**1951** BEDFORD 33-seater Duple, certificate of fitness 1966, £650.

**1953** BEDFORD 37-seater Duple, certificate of fitness 1963, £1,150.

**1954** BEDFORD 38-seater Duple, certificate of fitness 1964, £1,350.

**1955** COMMERCIAL TS3 39-seater Duple, certificate of fitness 1965, £1,725.

**1956** BEDFORD 41-seater Duple, certificate of fitness 1966, choice of two, £1,750.

**1958** BEDFORD SBI diesel 41-seater Duple, certificate of fitness 1965, £2,650.

**1960** BEDFORD SBI diesel 41-seater Duple, certificate of fitness 1967, £3,050.

ALL the above vehicles are fitted with heaters and many other extras.

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**NEW REDUCED PRICES.**

WE ARE NOW TAKING ORDERS FOR 1962 MODEL  
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**1958** COMMERCIAL TS3 41-seater Plaxton, £2,450.

**1958** BEDFORD Burlingham 41-seater, immaculate £2,450.

**1957** COMMERCIAL TS3 41-seater Plaxton, wireless, heaters, £2,050.

**1957** BEDFORD Duple 41-seater, wireless, heaters, £2,050.

**1956** COMMERCIAL TS3, 41-seater Duple body, 2-speed axle, certificate of fitness 1966, £1,925.

**1955** BEDFORD 36-seater Plaxton, 7 ft. 6 in. wide, certificate of fitness 1965, £1,475.

**1954** BEDFORD 36-seater, choice of two, Duple and Yeates bodies, one at £1,185 and one at £1,450.

**1952** BEDFORD 33-seaters, Duple and Plaxton, choice of two, £775.

**1952** A.E.C. Mk. 4 41-seater Burlingham body, wireless, heaters, recently been recertified, £1,175.

**1950** COMMERCIAL Avenor 33-seater, Plaxton, certificate of fitness 1965, £425.

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MAY WE HELP TO MAKE YOUR 1962 SEASON A  
PROSPEROUS ONE FROM OUR SELECTION OF  
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**1952** BEDFORD 33-seater Duple, 7 ft. 6 in., quarter lights fitted, heater, radio and speech amplification, certificate of fitness 1962, fitted new engine 1960.

**1953** BEDFORD 37-seater, fitted with heater, radio and speech amplification, certificate of fitness May, 1963, new engine fitted 1960.

**1954** BEDFORD Duple 36-seater, Perkins R6, Formica sides, certificate of fitness 1964.

**1959** BEDFORD diesel 41-seater Duple, certificate of fitness 1965, new diesel engine fitted July, 1961, radio and speech amplification, walnut casings.

**1960** Thames Burlingham 41-seater, red and cream, new engine conversion just completed, manually operated door gear.

**1960** (1961 model) FORD Thames Duple, engine conversion just completed, fitted Hydrovac, radio and speech amplification, quarter lights, two heaters, Eaton 2-speed axle.

**1961** (1962 model) FORD Thames Duple, new engine conversion fitted, choice of three for immediate delivery at 1961 prices.

**1962** BEDFORD, N.S. Falcon chassis, 35-seater, Duple body.

**NEW 1962** FORD Thames with Harrington, Plaxton, Duple or Burlingham Garratt bodies. Order now for your own specifications and assured deliveries for 1962.

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**1960** BEDFORD SBI Duple 41-seater with heaters and 7 ft. 6 in. wide.

**1960** BEDFORD SBI Plaxton C-type Consort 41-seater with 5-speed gearbox, heaters, wheel discs and public address.

**1960** BEDFORD SBI Plaxton C-type Consort 41-seater with 5-speed gearbox.

**1960** Thames Plaxton 41-seater with Eaton 2-speed axle, radio, heaters, wheel discs and public address.

**1960** BEDFORD SBI Duple Super Vega 41-seater with heaters.

**1956** (Registered October, 1955) BEDFORD SB3 Duple 41-seater with heaters.

**1955** BEDFORD SB3 Duple Super Vega 36-seater with heaters and many extras.

**1955** COMMERCIAL TS3 Duple 41-seater with Eaton 2-speed axle, heaters, etc.

**1955** COMMERCIAL TS3 Duple 36-seater with Eaton 2-speed axle, glass quarters and heaters, etc.

**1954** BEDFORD Perkins R6 Mk. II 38-seater with radio and heaters.

**1954** BEDFORD Plaxton 36-seater with heaters, radio and public address.

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**NEW 1962** model BEDFORD SB3 (330 cu. in. diesel), 41-seater Plaxton Embassy.

**1962** Model BEDFORD J2 diesel 18-seater Plaxton.

**1962** Model KARRIER 14-seater Plaxton.

**1958** 57 BEDFORD SB3 petrol 41-seater Duple Super Vega, heaters; choice four.

**1958** 56 COMMERCIAL TS3 (Routes diesel) 41-seater Duple Super Vega, heaters; choice six.

**1954** A.E.C. Reliance (7.75) 41-seater Burlingham Seagull, heater, radio, 1-tone grey.

**1953** 51 BEDFORD S8 (petrol) 33-38-seater Duple Burlingham, Plaxton, Envoy, Yeates, Burlingham and Gurney-Nutting; choice several, all certified.

**1952** A.E.C. Mk. IV (9.6-litre) 41-seater Yeates, certified 1962, heater fitted, duo blue.

**1952** A.E.C. Regal Mk. IV (9.6-litre) 41-seater Burlingham Seagull, heater, radio; choice two.

**1951** LEYLAND Royal Tiger (9.8-litre) 31-seater Burlingham Seagull, cream-red, heater, radio.

**SELECTION OF 50 HIGH-CLASS**

**COACHES IN STOCK.**

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**1960** BEDFORD Super Vega (41) green and grey, red interior, 74 ft., spotless, K-type moulding, £2,950, another 8 ft.  
**1959**, October, BEDFORD Thurgood super coach (41), grey and red, many extras, nice condition, £2,500.  
**1958**, March, BEDFORD saloon bus (20), sliding door, 74 ft., exterior cream, one owner, certified to December, 1966, £875.  
**1957** COMMER TS3 Duple (41), red inside, green and grey outside, first-class order, glass quarters, many extras, £2,250.  
**1954** BEDFORD bus, Duple all-metal 140, Perkins R6 all good tyres, certified 1965, £1,050.  
**1953** BEDFORD Thurgood (33-37) exterior red and cream, 74 ft., glass quarters, tubular racks, certified 1965, £1,075.  
**1952** BEDFORD Vegas (33-35), 74 ft., certified 1966, £875.  
**1951** BEDFORD Vista, 29 high-back seats, Formica sides, body overhauled, exterior two greens, certified December, 1965, £575.  
**DOUBLE-DECKER** GUY Arab, 51W, low-bridge (55), Vynide Dunlop seats, sliding windows, certified to 31.1.64, £200.  
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**NEW** BEDFORD (300) diesel, Duple 41-seater, bargain price.  
**1960** BEDFORD SBI diesel, Duple 41-seater, quarter lights, racks, radio and heater, immaculate, £3,200.  
**1959** BEDFORD Duple 41-seater, all extras, £2,800.  
**1955** A.E.C. Reliance Burlingham 37-seater, certified 1965.  
**1955** BEDFORD Burlingham Seannell 36-seater, radio, heaters, certified 1965, £1,250.  
**1952** BEDFORD Duple Vega 33-seater, radio heaters, £825.  
**1952** DENNIS Lancet, Yeates, full fronted body, 37-seater, certified 1962, very good condition, £600.  
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**1949** LEYLAND P51 single-deck service saloons, certificates of fitness 1963, 34 seats, C. H. Roe bodies.  
**1949** GUY Arab, 51W Gardner, serv. ce saloons, single-deckers, C. H. Roe bodies, certificate of fitness 1962.  
**1943-45** GUY Arab, 61W Gardner, double-deckers, Northern Counties bodies, certificates of fitness 1964.  
**1943-45** DENNIS Lancet, 61W Gardner, double-deckers, Northern Counties bodies, certificates of fitness 1962-64.  
**OAK HOUSE**  
**BRUNSWICK STREET,**  
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**1958** BEDFORD 41-seater Burlingham, petrol, certificate of fitness 1965.  
**1948** BRISTOL 33-seater, A.E.C. 7.7 engine, E.C.W. body, certificate of fitness 1964; choice of two.  
**1950** BRISTOL 33-seater coach, A.W. engine, Windover body, certificate of fitness 1965.  
**1952** SENTINEL 44-seater service bus, 6-cylinder engine, all metal Yeates body, certificate of fitness 1962.  
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**W. S. YEATES LTD.** will continue to offer the finest service to operators large and small, knowing that it is this service that the coach operator really wants—and is entitled to, receive.  
**WE** continue to offer the widest possible range of new coaches including Duple, Plaxton and Burlingham coachwork on any make of chassis. Our range of front-entrance coachwork on the new Bedford SB5 chassis is proving extremely popular and should you wish to consider either the Pegasus 45-seater service bus or the Fiesta "FE44"—44-seater luxury coach, we do invite very early consideration as our production of these types is very nearly fully committed.  
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**DENNIS** 1950, single decker, Brush body, 06 Dennis engine, exceptionally clean, 2.3 years' certificate of fitness, £175.  
**LEYLAND** PD32 1949, 51-seater, Brush low-bridge 8 ft. body, Leyland 600 engine, certificate of fitness, £500.  
**LEYLAND** PDI 1947, H.B. 55-seater, Roe body, certificate of fitness, £150.  
**BEDFORD** 1949, 30-seater, PS engine, two years' certificate of fitness, adapted for one-man operation, £225.  
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**1952** DENNIS Lancet 37-seater Seagull, full front interior drive 6-cylinder diesel, overdrive box certificate of fitness 1963, clean vehicle, £550.  
**1950** FODEN TS, 19-seater, front engine, full front, new Mk. 2 engine recently fitted, certificate of fitness 1963, £275.  
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**FRONT-ENTRANCE** service buses, converted to one-man operation, also general body repairs. Richard Little, Gullibrand St., Walton-le-Dale, near Preston. Phone, Preston 56772. 942-6091

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THESE COACHES ARE IN PERFECT CONDITION AND CARRY GOOD CERTIFICATES OF FITNESS 1948 FODEN, 61W ENGINE, WINDOVER BODY.

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**1950** LEYLAND PJ, full-front body by Burlingham, certificate of fitness 1963.  
**1955** COMMER diesel 41-seater Duple, certificate of fitness 1965, Duple body.  
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**ONE** 1959 BEDFORD 41-seater Seater Duple coach, Leyland engine.  
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**THREE** 1961 FORD Thames 41-seater Duple coaches.  
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**CARRIMORE** close-coupled articulated 6-wheelers, handsome appearance and ideal weight distribution.  
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### Miscellaneous Vehicles (contd.)

**NEW** 8-, 10- and 12-ton BEDFORD TK model tractors.  
**NEW** Scammell trailers, automatic and fifth-wheel coupling.  
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**E. J. BAKER AND CO. (DORKING), LTD.**  
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**DORKING, SURREY.**  
**Phone**, Dorking 3822 (five lines). 940-385

### Miscellaneous Vehicles (contd.)

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AUSTIN AND BROCKHOUSE DISTRIBUTORS.

**AUSTIN** 1959 120-in. prime mover, 2-speed axle, 9.00 x 20 tyres, fifth-wheel coupling, 17-ton G.T.W., £395.  
**IMMEDIATE** delivery AUSTIN prime movers, with 2-speed axle, 7.50 x 20 tyres and Brockhouse automatic interchangeable coupling.  
**IMMEDIATE** delivery Brockhouse 6-, 8- and 10-ton trailers, straight and drop frame, with automatic coupling.  
**L. F. DOVE (C.V.), LTD.,** 98 Lower Addiscombe Rd., Croydon, Addiscombe 3131. 940-211  
**B53**



### Miscellaneous Vehicles (contd.)

**1961**, March, AUSTIN diesel prime mover, fifth-wheel coupling, with Tasker 10-ton 23-ft. drop-side trailer, low mileage, conditions as new, £1,450.  
**J. H. SPARSHATT AND SONS, LTD.**, London Rd., Hilsea, Portsmouth. Phone, Portsmouth 60361. 940-135

**10** 12-TON semi-low-loading machinery trailer, Thompson winch, with 1955 Commer R6 unit, 2-speed axle, excellent condition, £360. Stadhampston 215 (Oxon). 940-x9282

**NEW BEDFORD** 12-ton tractor chassis and cab and 25-ft. Scammell 12-ton straight-frame flat platform trailer, City Motors, Botley Rd., Oxford 48024. 940-38

**ALWAYS** a large selection of good used articulated vehicles in stock of all types and sizes, tractor units and trailers sold separately if required. Terms and exchanges.  
**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 174. 940-257

**1961** Seddon LEYLAND Comet engine, Scammell coupling, with 25-ft. 12-ton Dyson trailer, genuine mileage 14,000, this tractor and trailer are virtually new, £1,600. 4 Carruthers St., Liverpool, 3. Central 2047. 940-172

### Articulated Vehicles Wanted

**WANTED**, low-loading or semi-low trailers, also artic. trailers, and artic. tank trailers.  
**WALLACE TRANSPORT**, 111 Breeze Hill, Liverpool, 9. 940-446

**WANTED**, 6-ton SCAMMELL Scarab diesel.  
**WALLACE TRANSPORT**, 111 Breeze Hill, Liverpool, 9. 940-445

### BREAKDOWN VEHICLES

**B**EDFORD QL 4 x 4, with winch, first class.  
**MERTON ENGINEERING CO., LTD.**, Faggs Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 940-255

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**1961** Model BEDFORD 2-3-ton diesel truck, fitted 13-ft. Jennings horse-cattle lift containers, on low 16-in. wheels, twin rear, cost £1,450, accept £875. 17 J. Champ, Ltd., Cheadle, Cheshire. Phone, Mercury 2882. 940-443

### ESTATE CARS AND UTILITIES

**1954** Vanguard estate, one owner, in excellent condition, £225. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 940-123

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**COMMERCIAL** vehicles always required for dismantling.  
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**MORRIS** 4 x 4 armoured car, in good order, ideal for money security, bargain price, £450. Mains Motors, Ltd., Woodside, Old Henley Rd., Ewelme, Oxon. Phone 62. 940-309

### LUTON VANS AND PANTECHNICS

**LET** us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft.; prices from £350. Two-year guarantee.  
**FREIGHT ENGINEERING CO., LTD.**, Cray Rd., Sidcup, Kent. Phone, Footscray 6851. zzz-0780. B54

### Miscellaneous Vehicles (contd.)

**1956** Forward-control B.M.C. diesel Luton-type van, condition as new, twin rear-single side door, floor area 19 ft. 6 in. by 7 ft. by 7 ft. high, heater, flashers, taxed, £275.  
**COOPER BRIDGE SPARES**, Mirfield, Yorks. Phone, Mirfield 3032. 940-6078

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**AUSTIN** new 5-ton forward-control diesel chassis-cab, fitted with 1,250 c.c. Luton body.

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**AUSTIN** new S200 30-cwt. petrol or diesel chassis-cabs, fitted with 600 c.c. Luton bodies, available.

**ALWAYS** a large selection of Austin trucks and vans from 5-cwt. to 5 tons.

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**WIDE** selection in stock from 600 to 1,400 cu. ft., petrol and diesel on Thames Trader and Bedford chassis.

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**FORDSON** 5-ton, 1956, 5-way loading, all Duraluminium boxvan body, measurements 20 ft. long, 7 ft. 6 in. high, 7 ft. 3 in. wide, straight floor, ideal for multiple deliveries, Perkins P6 engine, excellent condition, £165 o.n.o.

**FORDSON** 5-ton 1955 boxvan, straight floor, 650 cu. ft., Perkins P6 engine, £200.

**EASTWOODS COMMERCIAL MOTORS**, 27 Aston Rd., North, Birmingham, 6. Phone, Ast 3467. 940-165

**IMMEDIATE** delivery 7-ton 167-in. BEDFORD TK chassis and cab, body to your specification, Real, Medland and Wilks, Bedford Main Dealers, Bridgewater, Phone 2639. 940-217

**1960 AUSTIN** 5-ton forward-control diesel 1,900-cu.-ft. pantechnicon van, fitted with Burton-wood 6-ft. tail lift and roller shutter, fibreglass roof lights, etc. 1958 Ditto, Ryders Autoservice, 215-217 Knowsley Rd., Liverpool, 20. Phone, Bootle 2781. 940-501

**1960 KARRIER** Gamecock 4-ton diesel boxvan, 8,000 miles, cost new £1,400, our price £725.

**1958 AUSTIN** 7-ton diesel insulated boxvan, 2-speed axle, exceptional, £545.

**DAWNIER MOTORS, LTD.**, Ewell 2382. 940-303

### Miscellaneous Vehicles (contd.)

**1959** Thames Trader Luton van with special detachable body, can be used also as a flat platform vehicle, in good running order, £550, one owner since new.

**1960** Thames Trader articulated pantechnicon, full low loading, in excellent running order, £850.

**1955 FORD** 4D diesel Luton van, 1,250-cu.-ft. body, in running order, £175.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 174. 940-262

**TRADER** 1960 7-ton 1,250-cu.-ft. alloy Luton body, 9.00 x 20 tyres, radio, heater, flashers, etc., very clean vehicle, £1,000. Phone, Coppermill 4777 or 4713. 940-245

**B**BLUEBIRD "Hi-bulk" Lutons, ex stock, Morris J2 440 c.c., £702 10s., unpainted 2-ton FG S200 diesel, 620 c.c., £1,147, unpainted. Croftons, Bishopsgate 3393. 940-410

### Luton Vans and Pantechnicons Wanted

**WANTED**, Three large-capacity diesel Luton furniture vans, Mesahams, Walker St., Liverpool, 6. Phone, Anfield 2170. 945-6067

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**1957-60** Luton vans wanted, 1,000-1,500 cu. ft. A. and L. Vehicle Supply Co., Gravel Lane, Salford. Phone, Manchester Blackfriars 1511. 940-195

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**NEW** and used mobile shops on Ford and Bedford 15-cwt. chassis, for various trades, available. For further particulars, G. C. Smith (Coachworks), Long Wharton, near Loughborough, Leics. Phone, Hathorn 291-2. 941-6014

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**1956**, September, BEDFORD 15 mobile butcher's shop, complete with refrigeration equipment and all fittings, one owner, £275.

**PETERBOROUGH ENGINEERING CO., LTD.**, 36 Eye Rd., Peterborough. Phone 66161. 940-466

**1960** Show model, COMMER 15-cwt. Smith mobile shop, virtually unused, fully equipped, £975. Rawsons (Tunbridge), Ltd., Tunbridge 3289. 940-294

**1951** AUSTIN mobile grocery shop, complete with refrigerator, scales, wash basin and all necessary equipment, in first-class order, £225. Terms and exchanges.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 174. 940-260

**1960 KARRIER** Bantam long-wheelbase mobile shop, 350 miles only, 1960 Thames Trader Supermarket with deep freezer, 1960 Austin A152, unregistered, at reduced price; also 1960 and 1959 used Austin A152 models. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 940-109

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**INSULATED** bodywork with Thermo King refrigeration. Yeovil Sheet Metal Co., Ltd. Yeovil 2091. 940-460

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**FOR** HIRE, FORDSON 4D with display trailer, fitted with generator, refrigerator, etc. Also for hire, display coach.  
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**L. W. VASS, LTD.**, Amptill, Bedford. Amptill 3255. zzz-841

**1953** LEYLAND Octopus 3,600-gal. spirit tanker with pump, choice of 10.

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**1952** ALBION 1,500-gal. 4-compartment spirit tankers, choice of four.

**1956** BEDFORD artic., 2,400-gal., 4-compartment with pump, choice of three.

**1956** B.M.C., 1,200-gal. fuel oil or spirit tanker.

**1954** BEDFORD, 1,500-gal., three compartments.

**1952** DODGE, 1,800-gal.; 4-compartment spirit tank.

**1950** Austin, Bedford, 1,000- and 1,200-gal. petrol or diesel, with or without pumps, from £150 to £225 each, choice of 50.

**SEVERAL** vehicle and storage tanks from 800 gal. to 4,000 gal.

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**NEW** single compartment 1,500 gallon capacity fuel oil tank with new pump unit, now being mounted on a 1958 Thames Trader, ready in 7 to 10 days, £1,250 complete, unpainted.

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**FODEN** 6-wheeler double-drive 1850 3-compartment loaded tanker, £575.

**A. E. CONNORTON**, 324 Brixton Rd., S.W.9. Brixton 940-125

**SELECTION** of new tankers, various models. Isherwoods & Co. agents, Ltd., 110 Buxton Rd., Stockport. Phone 5083. 940-203

**NEW** 8-ton Dodge, fitted with Leyland engine and 308-cu.-ft. Bonafitack Pneumajector bulk-carrying tank with blowing equipment.

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**NEW ALBION** Caledonian 3,600-gallon fuel oil tanker; 1958 Leyland 3,600-gallon fuel oil tanker; 1958 Scammell articulated 3,600-gallon fuel oil tanker; 1957 Bedford 2,400-gallon fuel oil tanker.

**HATTEBROS**, Phone, Purfleet 5488. 940-297

**950-GALLON** Bedford QL 4 x 4, excellent condition.

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**NEW** hydraulic tipper.

**DODGE** 7-ton 7-yd. all-metal underbody end-tipper, drop sides, complete in primer. Kin 6136. Globe Auto Service, Ltd., 167 London Rd., Kingston-upon-Thames. 222-839

**FODEN** 6-wheel 12-yd. tipper, good working order. £475. L. W. Vass, Ltd., Amphil, Bedford, Amphil 3253. 222-974

**5-TON** bulk tipper on Ford Thames chassis, excellent condition, petrol, £550. Church Road Motors (Southend-on-Sea), Ltd., Hadleigh, Essex. 940-67

**1957 BEDFORD** 6-ton normal-control long-wheelbase drop-side steel body, Edbro gear, Bedford diesel, 8.25 x 20, £425. And new Bedford tippers, 7½-ton Telehoist drop-side, 7-ton Autolifts, 7-ton Telehoist drop-side, City Motors, Botley Rd., Oxford 48024. 940-39

**BEDFORD** "O" type short-wheelbase tipper, Perkins engine and Anthony gear for sale, suitable for spares. Offers to Merchants, Ltd., Harper Rd., Coventry. Phone 26523. 940-9384

**TWO** 1960 DODGE 6-wheelers, also two 4-wheelers, for sale. Quorn Commercial Sales, Ltd., Warner Street Garage, Barrow on Soar, Leicester. Quorn 2204. 940-370

**1955 E.R.F.** 8-wheel tipper, 6LW double-drive, bulk body, ready for work.

**1959 E.R.F.** 8-wheeler, 6LW bulk tipper, only eight tons unladen weight, fibreglass body (suitable coal or coke, etc.), automatic greasers, latest cab, low mileage, one owner, good tyres, repainted and ready for work, fully recommended and offered at £3,000, under cost price.

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**1960** BEDFORD S-type, 300 engine, 2-speed axle, alloy body, almost as new, £950.

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**1959** COMMERCIAL TS3 6-wheeler tipper, Edbro double-ram gear, double-drop-side body, 2-speed axle, air brakes, in excellent running order, £850.

**1960** COMMERCIAL TS3 long-wheelbase tipper, double-drop-side body, air brakes, 5-speed gearbox, in excellent running order, £750.

**1959** B.M.C. diesel medium-wheelbase 7-ton tipper, double-drop-side body, in excellent running order, £650.

**1954** A.E.C. 8-wheeler bulk tipper, all alloy body, fitted with all new tyres, in excellent running order, £750.

**ALSO** many other good tippers in stock, 4-, 6- and 8-wheelers. Terms and exchanges.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. 940-271

## Miscellaneous Vehicles (contd.)

**USED** tippers, all types, 4 to 28 yd., Bedford, Thames, Commer, Dodge 4- and 6-wheelers. Consult us for your requirements. A. Springhall, Ltd., Plumstead Common, S.E.18. Woolwich 5313. 940-243

**1961** FORD Trader tipper, Hydrovac brakes, as new, £700. Leytonstone 4900. 940-147

**1961** FORD Trader 7½-ton long-wheelbase double drop-side steel body, diesel, £915.

**1960** FORD Trader 7-ton long-wheelbase 14-cu.-yd. wooden coal body, £745.

**1960** FORD Trader 7-ton medium-wheelbase drop-side steel body, Hydrovac brakes, 18,000 miles, £875.

**1959** BEDFORD short-wheelbase diesel 7-ton steel body, £450.

**1957** BEDFORD short-wheelbase 7-cu.-yd. petrol tipper, immaculate, £150.

**DANIEL MOTORS, LTD.**, Ewell By-pass, Surrey. Phone, Ewell 2382. 940-301

**1960** COMMERCIAL 7-ton 10-cu.-yd. tippers, very good machines, choice of two, at £750 each.

**1959** COMMERCIAL 6-wheeler bulk tipper, Boys axle, air brakes.

**BEDFORD** York 6-wheeler tipper, 1950 machine, 5-speed gearbox, 300-cu.-in. engine, 2-speed axle, in very nice condition.

**FODEN** 8-wheeler tippers, 26-cu.-yd. alloy bodies, 2-stroke engines, choice of two, single- and double-drive, automatic greasing throughout, clearance public concern, maintained in first-class order. Further details from—

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**1952** LEYLAND Comet, fifth wheel, 2-speed, perfect condition.

**PIRBRIGHT GARAGE**, Pirebright Rd., S.W.18. Vandyke 6188. 940-225

**SCAMMELL** tractors (two), 1948, Meadows engines, good tyres, 14,000 x 20, in perfect condition, ex-petroleum company, £850 for the two. Monkton Motors, Ltd., Uxbridge, Middx. Phone 35574. 940-375

**SCAMMELL** tractor with ballast box and towing hook, 6LW Gardner engine and low-ratio rear axle.

**SCAMMELL** heavy-duty tractor unit, 6LW Gardner, 40 x 8 tyres modern cab.

**DIAMOND** T heavy-duty tractor, Hercules diesel engine, twin-drive axles, power switch.

**MERTON ENGINEERING CO. LTD.**, Faggs Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 940-254

**1960** Thames Trader 6D artic. unit, S.A.E. coupling, in excellent running order, £550.

**1959** COMMERCIAL TS artic. unit, S.E.A. coupling, in excellent order, £750.

**1958** LEYLAND Comet artic. unit, Scammell coupling, in excellent order, £750, another similar unit with S.A.E. coupling, £750.

**1955** ALBION 20-ton tractor unit, fitted Leyland 680 engine, S.A.E. coupling, air brakes, in first-class order, £600.

**1957** ALBION Chieftain tractor unit, 2-speed axle, 5-speed box, Scammell coupling, one owner, in first-class order, £350.

**TRAILERS** available if required.

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## TRAILERS

**CARRIMORE** A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons.

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**JOHN CHARLTON (BOLTON) LTD.**, commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

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**OVER** 200 used trailers in stock from 5 cwt. to 25 tons capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-low-loaders, box bodies, platforms, pantheons and special types.

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## Miscellaneous Vehicles (contd.)

**TASKERS** trailers and semi-trailers for every type of load between 8 cwt. and 35 tons.

**SUITABLE** for most kinds of prime mover, Land-Rover, Savan and cars.

**COUPLINGS** available. Taskers S.A.E./S.M.M.T. or fifth-wheel type. Taskers D-S double-safety automatic, also mechanical horse.

**TRAILERS** now in stock include: 3½-ton 2-wheeled low loader, 10-, 14- and 16-ton super straight (S.A.E.), 1-, 4-, 8-, 10- and 12-ton straight frames (DS), 6-ton Easy Loads (S.A.E.), 10- and 25-ton drop-frame low loaders (S.A.E.), 12-ton rear-steering PV semi-trailer.

**FULLY** illustrated leaflets on request.

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**DYSON** super trailers and semi-trailers.

**THE** best of haul investments.

**R. A. DYSON AND CO., LTD.**, 76-80 Grafton St., Liverpool, 18. Phone, Royal 8434. Grams, "Ignition, Liverpool". 222-829

**HANDS** low-loading machinery trailers, four weeks' delivery, 20 and 25 tons payload, well length 20 ft. by 8 ft. wide. Write or phone for details. Hands (Leicestershire), Ltd., Leicestershire Way, Litchworth, 1520. 222-976

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**HUNDREDS** OF RECONDITIONED TRAILERS OF ALL TYPES ALWAYS IN STOCK.

**NEW TRAILERS, ANY PICK-UP, IMMEDIATE DELIVERY.**

**YOUR SHORT OR DAMAGED TRAILER REBUILT AS NEW.**

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**FRUEHAUF** semi-trailer, 20-ft. flat, twin axles, 10,000 x 15 tyres, trailer hardly used, price £395. Apply Haigh, Phone, Thaxted 294. 940-34

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**SIN** Brockhouse and Eagle 14-ton drawbar 4-wheel 22-ft. platform trailers, servo brakes, 7.50 x 20 tyres, ex large combine, used for light work only, tremendous value, £135 each.

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**24-FT.** 12-ton fifth-wheel Hands trailer, as new.

**PIRBRIGHT GARAGE**, Pirebright Rd., S.W.18. Vandyke 6188. 940-224

**BRAND** new genuine Scammell 12-ton 25-ft. platform trailer on 9,000 x 20 14-ply tyres. Latest type heavy-duty chassis and coupling, £550, in stock now.

**SCAMMELL** 25-ton low-loader trailer, 20 ft. in well, knock-out axles, new tyres, complete with winch, etc., perfect condition.

**USED** Scammell trailers in stock, 15 ft., 18 ft., 20 ft., 23 ft., and 25 ft., all at very reasonable prices.

**B.T.C.** 4-in-line 10-12-ton 26-ft. platform trailers, £450.

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RUSH GREEN MOTORS, Langley, Hitchin, Herts. 940-269

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one 59 in. by 34 in. by 27 in., £40 each. L. W.  
Vass, Ltd., Amphil, Bedford. Amphil 3255. 222-991

**200** Carbon dioxide gas cylinders (ex fire tenders).  
Offers, please, L. A. Rich, 514 Coldhams Lane,  
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## PATENTS

**PATENT** No. 825,821 entitled "Improvements in or relating to Coupling Devices" (semi-trailers, etc.) is for sale or licence. For details apply to Chatwin and Co., Chartered Patent Agents, 253 Gray's Inn Rd., London, W.C.1.

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**FOREMAN** required for bodyshop dealing with commercial-vehicle bodybuilding and repairs; good opportunity for a keen young man with considerable experience to build up and eventually take management; old-established concern. Write in first instance to P. J. Jones and Sons, Ltd., 285-291 Banbury Rd., Oxford.

**SALES** manager, car and commercial. Vacancy occurs for experienced commercial-vehicle salesman to take position as sales manager of multi-franchise dealers' organization handling Vauxhall-Bedford, Dodge, Ford. Applicant should not be over 45, with proven sales record, first-class references, organizing ability and able to handle sales representatives, showroom display, etc., excellent salary for the right man. Write, giving full details, Managing Director, Colonial Motors (Southend), Ltd., Hadleigh, Essex.

## TRANSPORT MANAGER DESIGNATE.

**THE** board of directors wish to appoint a transport manager designate to be engaged early in 1962, and becoming transport manager when the present official retires in August, 1962. The society has a fleet of 180 vehicles, petrol, diesel and electric. Applications are invited from persons under 50 years of age with managerial experience who have a sound knowledge of workshop practice, budgeting, costing and the organization of retail delivery services. The salary will be based on N.U.C.O. scale, at present £1,100 per annum. There is a contributory superannuation scheme. Application form giving full details from General Manager, Gloucester Co-operative Society, Ltd., Brunswick Rd., Gloucester, to be returned not later than first post January 20, 1962.

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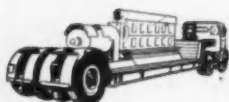
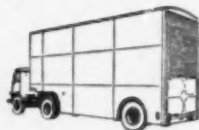
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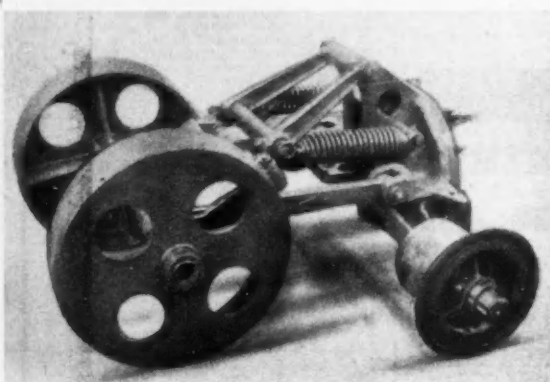
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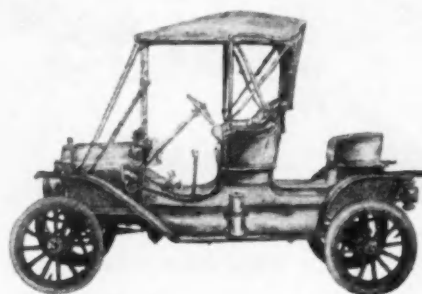
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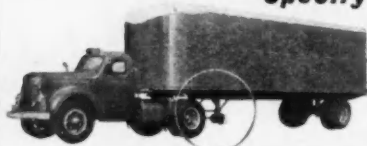
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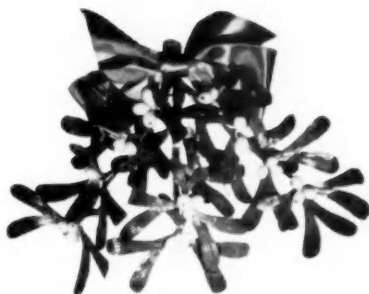
THE INDEX TO ADVERTISERS WILL BE FOUND ON PAGE 15

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December 22, 1961

THE COMMERCIAL MOTOR



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